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OFFICE OF ZONING
2011 NOV 14 PM 2: 15

Christine Moseley Shiker
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November 14, 2011

VIA HAND DELIVERY

D.C. Board of Zoning Adjustment
Suite 210
441 4th Street, N.W.
Washington, D.C. 20001

Re: Board of Zoning Adjustment Application 18284 (2055 L Street, NW)
Prehearing Submission

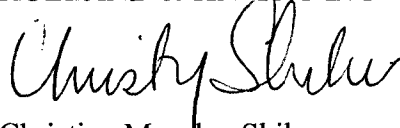
Dear Members of the Board:

On behalf of AMGR 2055 L Owner, L.L.C., enclosed please find an unbound original and twenty copies of the prehearing submission in support of the above-referenced application for special exception and variance relief.

Should you have any questions regarding this matter, please do not hesitate to have staff contact me.

Sincerely,

HOLLAND & KNIGHT LLP



Christine Moseley Shiker

Enclosures

cc: Joel Lawson, Office of Planning
Stephen Mordfin, Office of Planning
Martin Parker, DDOT

(Via Hand Delivery; w/enclosure)
(Via Hand Delivery; w/enclosure)
(Via Hand Delivery; w/enclosure)

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18284

EXHIBIT NO. 27

Board of Zoning Adjustment
District of Columbia
CASE NO.18284
EXHIBIT NO.27

**BEFORE THE BOARD
OF ZONING ADJUSTMENT
FOR THE DISTRICT OF COLUMBIA**

2011 NOV 14 12:15
ANC 2A

**APPLICATION OF
AMGR 2055 L OWNER, L.L.C
2055 L STREET, NW**

**BZA APPLICATION NO. 18284
HEARING DATE: NOV. 29, 2011
ANC 2A**

STATEMENT OF THE APPLICANT

**I.
NATURE OF RELIEF SOUGHT**

This statement is submitted on behalf of AMGR 2055 L Owner, L.L.C.¹ (the "Applicant") in support of its application to the Board of Zoning Adjustment for the following variance and special exception relief from the requirements of the Zoning Regulations pursuant to 11 DCMR §§ 3103.2 and 3104.1: (i) a variance to reduce the number of parking spaces required by Section 2101.1 of the Zoning Regulations; and (ii) a special exception to waive the rear yard requirement pursuant to Section 774 of the Zoning Regulations. The requested relief will permit the expansion of an existing outdated office building located at 2055 L Street, NW (Record Lot 121, Square 100) (the "Site") with an additional story with the use of transferrable development rights ("TDRs"). The proposed development is appropriate for the Site, fully compatible with the surrounding area, and not inconsistent with both the Comprehensive Plan and the Zoning Regulations.

**II.
JURISDICTION OF THE BOARD**

The Board of Zoning Adjustment (the "Board") has jurisdiction to grant the variance and special exception relief requested herein pursuant to Sections 3103 and 3104 of the District of Columbia Municipal Regulations ("Zoning Regulations"). 11 DCMR §§ 3103 and 3104.

¹ Verizon Washington, DC Inc. is also an owner of the Site and submitted a letter of authorization for the application.

III. **BACKGROUND**

A. Description of the Site

The Site consists of Record Lot 121 in Square 100, and is known as Condominium Lots 2006 through 2014. Square 100 is bounded by M Street to the north, 21st Street to the west, L Street to the south, and 20th Street to the east. The Site is located in the southwest portion of the square, at the corner of L and 21st Streets.

The Site is currently improved with a 7-story building containing switch gear equipment and related office use for Verizon Washington, DC Inc. ("Verizon"). The existing building was constructed in or around 1964 based on building permit information located at the Department of Consumer and Regulatory Affairs ("DCRA"). No Zoning Computation Sheet for the Site can be located in DCRA's records. Based on past plans, the original building was constructed to a maximum height of 88 feet, 2 inches and contained 228,340 square feet of gross floor area, or 6.34 FAR, of which approximately 175,244 square feet was devoted to office use and approximately 53,096 square feet was devoted to Verizon switch gear equipment. Over time, the amount of space devoted to Verizon switch gear equipment increased to approximately 94,193 square feet. The existing building includes a two level below-grade parking garage and has an existing rear yard having a width of 18.75 feet.

B. Description of Surrounding Area

The Site is located at the northeast corner of L and 21st Streets, in an area predominated by large office buildings. Immediately to the north is the 10-story Lafayette Center (1100 20th Street, NW) which was developed through the planned unit development process ("PUD") and has a maximum height of 110 feet. Immediately to the east is a recently redeveloped office building (2021 L Street, NW) that added additional height up to 110 feet through the use of

TDRs. Adjacent to that project is 2001 L Street, NW which was approved through the PUD process with a maximum height of 110 feet. Across 21st Street to the west is a recently redeveloped office building (2101 L Street, NW), which was also approved through the PUD process and also has a maximum height of 110 feet. Most of the other nearby buildings are large office buildings.

The Future Land Use Map of the Comprehensive Plan designates the Site for High Density Commercial Use, which is also designation for the area surrounding the Site. The Site is located within the Central Employment Area and is located within close proximity to the Farragut North and Farragut West Metrorail Stations as well as numerous Metrobus routes. The Site is surrounded by other properties zoned C-3-C and is centrally located within the New Downtown TDR Receiving Zone.

C. Existing Zoning

The Site is zoned C-3-C and is located within the New Downtown TDR Receiving Zone. The C-3-C zone district is a medium to high-density zone that permits a variety of uses. As a matter-of-right, the C-3-C district permits a maximum building height of 90 feet and a maximum FAR of 6.5.

The New Downtown Receiving Zone was established with the creation of the Downtown Development ("DD") District to permit increased height and density with the use of TDRs in appropriate areas throughout the city based on the development of preferred uses and fulfillment of historic preservation goals in the DD District. Pursuant to Section 1709.21, the maximum additional height permitted in a TDR receiving zone is based on the Act to Regulate the Height of Buildings in the District of Columbia ("1910 Height Act"). The 1910 Height Act generally provides that the maximum permitted building height in a commercial district is the width of the

street on which the building fronts plus twenty feet. The Site fronts on 21st and L Streets, both of which have a right-of-way width of 90 feet. Thus, the 1910 Height Act permits a maximum height of building of 110 feet for this Site. In the New Downtown Receiving Zone, the maximum permitted FAR for buildings permitted to go to 110 feet is 9.0 FAR. 11 DCMR § 1709.21.

D. Project Description

The Applicant is renovating the building and intends to add an 8th floor with the purchase of TDRs. The renovation involves cleaning and making repairs to the building façade, creating new retail/office space in a portion of the ground floor to provide greater street activation, and enhancing and updating the interior space. Verizon will continue to occupy multiple floors with switch gear equipment and related office space; however, new tenants will occupy space on the first floor and fifth through eighth floors. With the addition of the 8th story, the project will contain a total of approximately 257,924 square feet of gross floor area, or 7.16 FAR, which is less than the permitted 9.0 FAR. Of this total square footage, approximately 157,874 square feet will be devoted to office use and approximately 94,193 square feet will continue to be devoted to Verizon switch gear equipment. In addition, 5,857 square feet will be devoted to mechanical equipment that is currently located within the mechanical penthouse. Because the mechanical equipment cannot be relocated, this space will become part of the new 8th floor, will count towards FAR and must be included in the calculation for parking spaces. The maximum height of the building will be approximately 108 feet, 4 inches, which is less than the permitted 110 feet.

Because the addition of the 8th floor relies on the existing footprint and structural system of the building, the newly enhanced and expanded building will no longer comply with the

parking requirements or the required rear yard set back. Thus, the Applicant seeks a variance to reduce the number of parking spaces required by Section 2101.1 of the Zoning Regulations and special exception relief to waive the rear yard requirement pursuant to Section 774 of the Zoning Regulations. Similar relief has been granted for the redevelopment and expansion of other properties within the New Downtown Receiving Zone given the constraints associated with redeveloping an existing building with additional height and density, as is described in detail below (*See* BZA Case No. 16877, dated June 24, 2002, approving rear yard and court width relief for the redevelopment and expansion of 2020 K Street, NW; *see also* BZA Case No. 17644, dated July 25, 2007, approving parking and rear yard relief for the redevelopment and expansion of 2021 L Street, NW).

IV.
THE APPLICANT MEETS THE TEST FOR VARIANCE RELIEF
TO REDUCE THE PARKING REQUIRED
PURSUANT TO 11 DMCR § 2101.1

A. Standards for Granting Area Variances

Under D.C. Code §6-641.07(g)(3) and 11 DCMR 3103.2, the Board is authorized to grant an area variance where it finds that three conditions exist:

- (1) the property is unusual because of its size, shape or topography or other extraordinary or exceptional situation or condition;
- (2) the owner would encounter practical difficulties if the zoning regulations were strictly applied; and
- (3) the variance would not cause substantial detriment to the public good and would not substantially impair the intent, purpose and integrity of the zone plan as embodied in the Zoning Regulations and Map.

See French v. District of Columbia Board of Zoning Adjustment, 658 A.2d 1023, 1035 (D.C. 1995) (*quoting Roumel v. District of Columbia Board of Zoning Adjustment*, 417 A.2d 405, 408 (D.C. 1980)); *see also, Capitol Hill Restoration Society, Inc. v. District of Columbia Board of*

Zoning Adjustment, 534 A.2d 939 (D.C. 1987). As discussed below, the expanded project and the variances requested for the same meet all three prongs of this test.

B. Variance from the Parking Requirements of Section 2101

As previously noted, the building was constructed in or around 1964 having two levels of below-grade parking. Because no Zoning Computation Sheet can be located for the existing building, the Applicant has no information as to the minimum parking required at the time of construction or how that minimum parking requirement was calculated. Because it is unclear within what use category - both in 1964 and today - the switch gear equipment falls for purposes of calculating parking, the Applicant sought clarification from the Zoning Administrator as to the appropriate use classification. By letter dated September 19, 2011, a copy of which is attached as Exhibit D, the Zoning Administrator determined that the appropriate use classification for the Verizon switch gear equipment is "Optical Transmission Node". Accordingly, parking is assumed to be required for the renovated and expanded building as follows:

Office Use:	$157,874 + 5,857 - 2,000 = 161,731 / 1,800 = 90$ spaces
Verizon Switch Gear:	$94,193 / 3,000 = 31$ spaces ²
Total spaces required:	121 spaces

If all spaces were provided at standard size, which was required in 1964, the total number of parking spaces that can be accommodated in the existing garage is a minimum of 79 spaces. While compact parking spaces were not permitted in 1964, the parking levels have been modified over time to incorporate some compact parking spaces to increase the number of usable parking spaces in the garage. While the Zoning Administrator will not count these parking

² The Parking Memorandum references this requirement as 32 spaces. Section 2118.6 provides that any fraction under one-half shall be disregarded. The calculation results in a requirement of 31.39 parking spaces. Thus, for zoning purposes, the requirement is 31 spaces. For demand evaluation, the traffic consultant rounded up.

spaces for zoning purposes with the existing parking garage, these additional spaces do increase the number of usable parking spaces to 101 spaces. Accordingly, because the project incorporates only 79 parking spaces for zoning purposes, the Applicant seeks variance relief to reduce the number of required parking spaces.

The Site's exceptional conditions result in a practical difficulty with complying with the strict application of the Zoning Regulations. Specifically, the two-level below grade parking garage currently exists and comprises 98% of the lot area. Because the existing building will be renovated within the confines of the existing structure, the existing core and structural elements are in place and dictate the layout of the below-grade parking spaces and the maximum parking that can be accommodated within the building.

Strict adherence to the Zoning Regulations would require that the building provide 121 total parking spaces. The existing parking facility can only accommodate a minimum of 79 standard size parking spaces in the configuration shown on the plans submitted herewith. The layout of the parking garage is dictated by the location of existing core and structural columns. It is not feasible to further excavate the Site with additional levels of below grade parking. Furthermore, the current levels of the garage cannot be extended because the garage comprises 98% of the lot. Thus, the requested variance results from the existing structural elements, such as ramps, columns and the core, the size and layout of the existing parking garage and the inability to expand vertically or horizontally.

The requested relief can be granted without harm to the public good and without threat to the integrity of the zone plan. The parking to be provided for the newly renovated and expanded building will be sufficient to serve the demands of the existing and proposed uses. Specifically, the Parking Memorandum prepared by Gorove Slade and dated October 10, 2011, a copy of

which is attached as Exhibit E, evaluated the demand for parking based on the current and proposed use of the building. The traffic consultant found that based on the existing usage of parking spaces related to the Verizon switch gear equipment and assuming a parking demand for the proposed office use based on zoning, the actual demand for parking can be estimated conservatively to be approximately 100 spaces. This demand can be satisfied by the 79 standard parking spaces and the use of the 22 additional compact parking spaces.

Furthermore, the building is located within the Central Employment Area, with close proximity to multiple Metrorail stations and numerous bus routes. Specifically, the Farragut North Metrorail Station is only approximately three blocks away, and the Farragut West Metrorail Station is approximately four blocks away. In addition, there are many major bus routes that run in close proximity to the Site, including the D.C. Circulator bus.

Relief can be granted without substantial detriment to the public and without substantially impairing the intent, purpose and integrity of the Zone Plan, as embodied in the Zoning Regulations and Map. The existing garage provides sufficient parking needed for the building as is discussed fully in the Parking Memorandum, and the building is well-situated to multiple modes of mass transit. Accordingly, there will be no detrimental impact on the public or on the Zone Plan.

V.

THE APPLICANT MEETS THE TEST FOR SPECIAL EXCEPTION RELIEF TO WAIVE THE REAR YARD REQUIREMENT PURSUANT TO 11 DCMR § 774

A. Description of Special Exception Relief Requested

Section 774.1 of the Zoning Regulations requires all structures located in the C-3-C District to provide a rear yard with a minimum depth of 2.5 inches for each foot of vertical distance between the mean finished grade at the rear of the building and the highest point of the

structure's roof. This provision is the same as that which was required in 1964. Accordingly, a rear yard having a width of 18.75 feet was constructed on the east side of the building over a one-story portion of the building to comply with the required rear yard for a building having a maximum height of 90 feet.

With the addition of the new 8th floor, the required width of rear yard will increase to 22.7 feet. Because the building occupies almost 100% of the lot, shares party walls on both the north façade of the building and east façade of the building at the first story, and fronts on streets on the west and south façades, the Applicant is unable to increase the width of the rear yard or provide an alternative rear yard to comply with this requirement.

Section 774.2 of the Zoning Regulations authorizes the Board of Zoning Adjustment to waive the rear yard requirement set forth in Section 774 of the Zoning Regulations in the C-3-C District in accordance with the requirements of Section 3104 for special exceptions, provided that the standards in Sections 774.3 through 774.6 are met. As described below, these standards are satisfied in this case, and thus, the Board can grant the requested waiver.

B. Standard for Approving Special Exception Relief

Relief granted through a special exception is presumed appropriate, reasonable and compatible with other uses in the same zoning classification, provided the specific regulatory requirements for the relief requested are met. In reviewing an application for special exception relief, "[t]he Board's discretion ... is limited to a determination of whether the exception sought meets the requirements of the regulations." *First Baptist Church of Washington v. District of Columbia Board of Zoning Adjustment*, 423 A.2d 695, 701 (D.C. 1981) (quoting *Stewart v. District of Columbia Board of Zoning Adjustment*, 305 A.2d 516, 518 (D.C. 1973)). If the applicant meets its burden, the Board must ordinarily grant the application. *Id.*

C. Standard of Review for Office Use in the SP District Pursuant to § 774.2

Section 774.2 provides that the Board of Zoning Adjustment can waive the minimum rear yard requirements if the standards in Sections 774.3 through 774.6 are satisfied:

§ 774.3 Apartment and office windows shall be separated from other buildings that contain facing windows a distance sufficient to provide light and air and to protect the privacy of building occupants.

The building is separated from nearby windows on the west and south facades by 21st and L Streets respectively. The north façade is a party wall, and both buildings are constructed to the property line. The east façade includes the existing rear yard of 18.75 feet above the existing one story building. The existing building cannot be modified to incorporate the additional 3.95 feet of rear yard in this location. To do so would require removal of the primary structure of the building that supports this façade. In addition, the 8th floor cannot be set back the additional 3.95 feet to provide the minimum dimension at that level given the existing structure of the building. Specifically, the new structural columns for the 8th floor must be located directly above the existing concrete columns at the face of the existing building. Thus, an additional setback of 3.95 feet is not an option for the 8th floor.

The proposed configuration, however, does provide sufficient light and air for the occupants of both commercial office buildings in this Downtown location. In many instances in the city, buildings confront one another across an alley having a width of 10 or 15 feet. This configuration is a commercially acceptable distance throughout the city, and the proposed separation for this project is in excess of that dimension. Furthermore, none of the windows on the east façade of this project or the west façade of the abutting project are required for light and air given the provision of artificial light and mechanical ventilation. Accordingly, the existing separation will provide sufficient light and air in accordance with the standard.

§ 774.4 In determining distances between windows in buildings facing each other, the angle of sight lines and the distance of penetration of sight lines into habitable rooms shall be sufficient to provide adequate light and privacy to the rooms.

As noted above, the separation proposed between the building and the adjacent property is of a sufficient distance to provide adequate light and privacy for the proposed project. Furthermore, because both buildings are office buildings, there are no habitable rooms in either the proposed project or the adjacent building because "habitable room" is defined as "an undivided enclosed space used for living, sleeping, or kitchen facilities" 11 DCMR 1 199.1.

§ 774.5 The building plan shall include provisions for adequate off-street service functions, including parking, and loading areas and access points.

While the Applicant seeks a variance to reduce the amount of parking required based on the constraints of the existing building, the building will provide sufficient parking for the users of the building as described above. The existing loading included in the project does not change and thus continues to be in accordance with the requirements at the time the building was constructed. Furthermore, the size of the rear yard for this project has no bearing on the access to parking and loading because access is not provided through the rear yard.

§ 774.6 Upon receiving an application for approval under §774.2, the Board shall submit the application to the DC Office of Planning for coordination review, report, and impact assessment, along with reviews in writing of all relevant District of Columbia departments and agencies including the Departments of Transportation and Housing and Community Development and, if a historic district or historic landmark is involved, the State Historic Preservation Office.

The application has been submitted to the relevant agencies for review prior to consideration by the Board of Zoning Adjustment

Finally, the special exception will be in harmony with the general purpose and intent of the Zoning Regulations and Zoning Map and will not tend to affect adversely the use of

neighboring properties. The proposed waiver complies with the spirit and intent of the Zoning Regulations by ensuring adequate light and air to adjacent property and abutting streets. Accordingly, the proposed waiver is in harmony with the purpose and intent of the Zoning Regulations, the project will not adversely affect adjacent or nearby property and will serve to benefit the area.

VI. COMMUNITY SUPPORT

The Applicant presented the project to the Advisory Neighborhood Commission 2A ("ANC 2A") at its regularly-scheduled public meeting on October 19, 2011. The ANC 2A voted 5-0-0 to support the application. A copy of the letter in support is attached as Exhibit G.

VII. EXHIBITS SUBMITTED IN SUPPORT OF THE APPLICATION

- | | |
|-------------------|--|
| <u>Exhibit A:</u> | Map showing the Site highlighted in yellow; |
| <u>Exhibit B:</u> | A portion of the Zoning Map showing the Site; |
| <u>Exhibit C:</u> | Future Land Use Plan and Interpretive Legend; |
| <u>Exhibit D:</u> | Letter from Zoning Administrator dated September 19, 2011; |
| <u>Exhibit E:</u> | Parking Memorandum prepared by Gorove Slade and dated October 10, 2011; |
| <u>Exhibit F:</u> | Letter of Support from Advisory Neighborhood Commission 2A; |
| <u>Exhibit G:</u> | Outline of Testimony of Pam Frentzel-Beyme, representative of the Applicant; |
| <u>Exhibit H:</u> | Outline of Testimony and Resume of Jane Nelson, Nelson Architects; |
| <u>Exhibit I:</u> | Outline of Testimony and Resume of Erwin Andres, Gorove Slade; |
| <u>Exhibit J:</u> | Outline of Testimony and Resume for Steven E. Sher, Land Planner; and |
| <u>Exhibit K:</u> | Updated Architectural Plans and Drawings for the project. |

VIII.
WITNESSES

- A. Pam Frentzel-Beyme, representative of the Applicant
- B. Jane Nelson, Nelson Architects
- C. Erwin Andres, Gorove Slade
- D. Steven E. Sher, Land Planner

IX.
CONCLUSION

For the reasons stated above, the requested relief meets the applicable standards for variance and special exception relief under the Zoning Regulations. Accordingly, the Applicant respectfully requests the Board to grant the application.

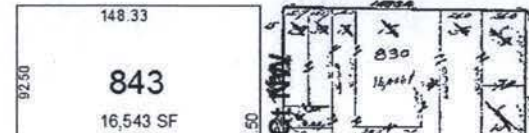
Respectfully submitted,

HOLLAND & KNIGHT, LLP

By: Christine Shiker
Christine Moseley Shiker, Esq.

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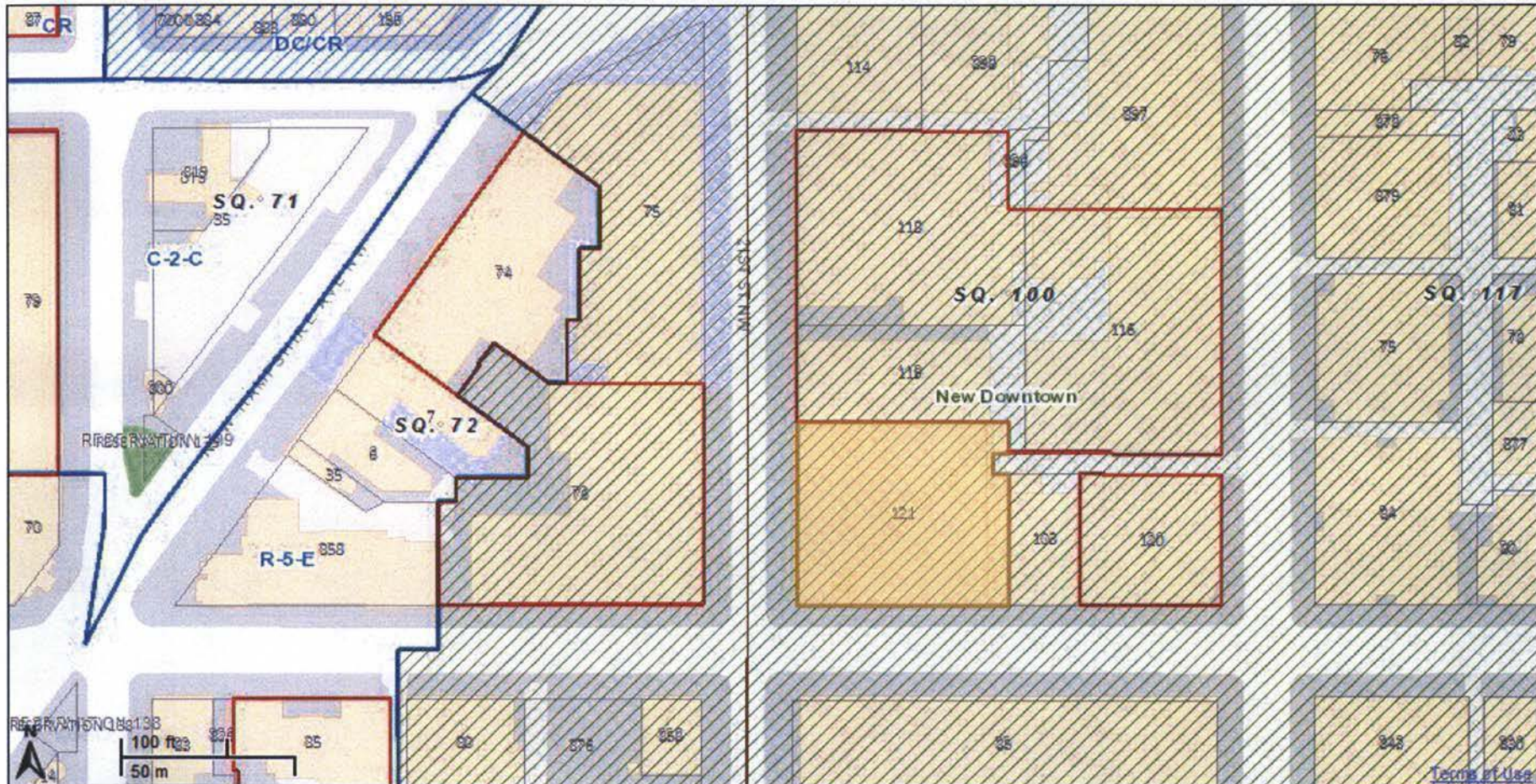
B



District of Columbia Office of Zoning

EXTRACT OF THE DISTRICT OF COLUMBIA ZONING MAP

November 8, 2011

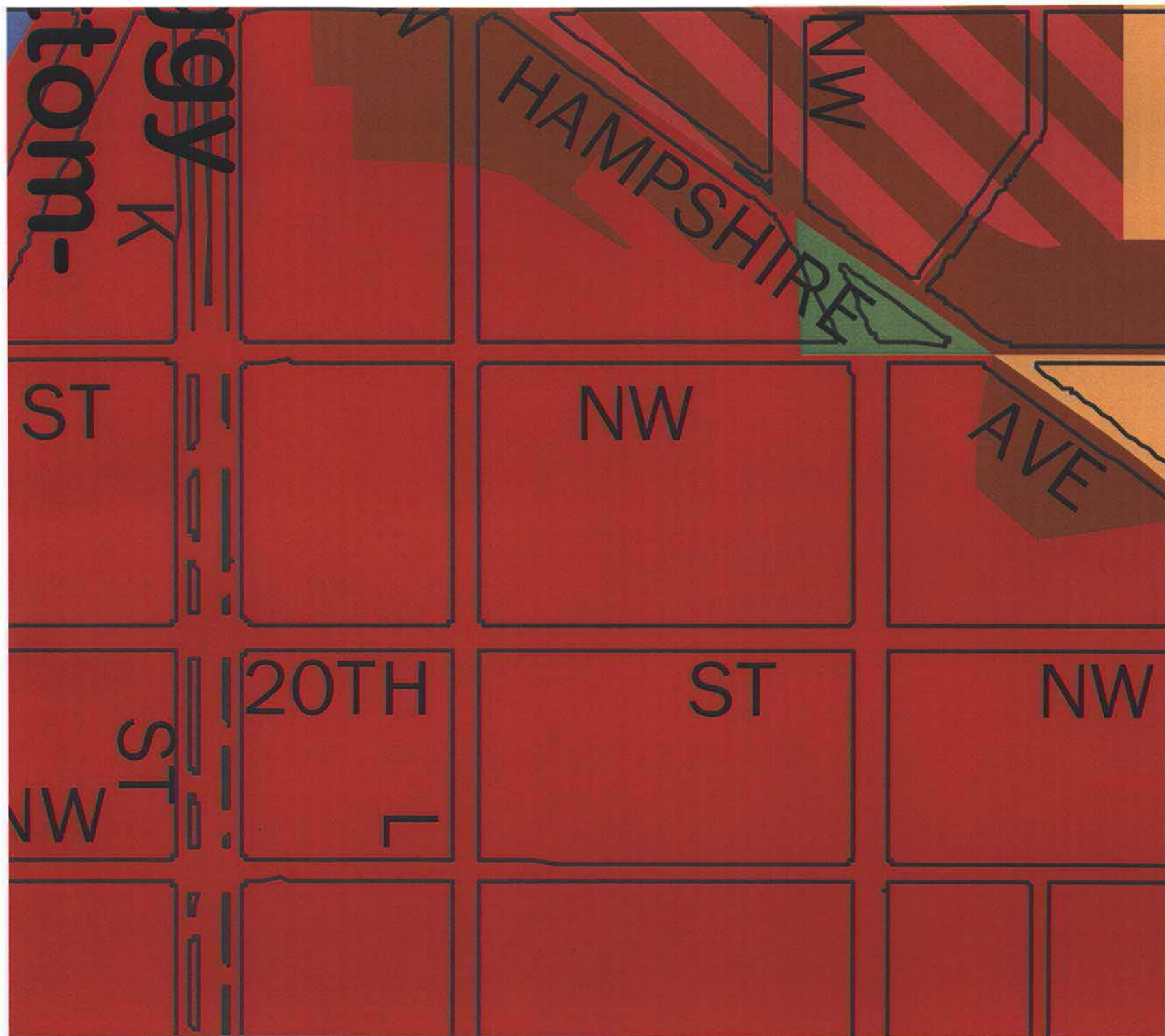


Zoning Layers

Zone Districts	CEA	Pending PUDs
Historic Districts	Campus Plans	PUDs
Overlays Districts	TDRs	Air Rights Zone

To certify zoning on any property in order to satisfy a legal requirement, contact the Office of Zoning at (202) 727-6311.

2



LEGEND

Residential Land Use Categories



Low Density Residential

Defines the District's single family neighborhoods. Single family detached and semi-detached housing units with front, back, and side yards are the predominant uses.



Moderate Density Residential

Defines the District's row house neighborhoods as well as its low-rise garden apartment complexes. Also applies to areas characterized by a mix of single family homes, 2-4 unit buildings, row houses, and low-rise apartment buildings. In some older inner city neighborhoods with this designation there may also be existing multi-story apartments.



Medium Density Residential

Defines neighborhoods or areas where mid-rise (4-7 stories) apartment buildings are the predominant use. Pockets of low and moderate density housing may exist within these areas. This designation also may apply to taller residential buildings surrounded by large areas of permanent open space.



High Density Residential

Defines neighborhoods and corridors where high-rise (8 stories or more) apartment buildings are the predominant use. Pockets of less dense housing may exist within these areas.

Commercial Land Use Categories



Low Density Commercial

Defines shopping and service areas that are generally low in scale and character. Retail, office, and service businesses are the predominant uses. Areas range from small business districts that draw primarily from the surrounding neighborhoods to larger business districts that draw from a broader market area. Their common feature is that they are comprised primarily of one- to three-story commercial buildings.



Moderate Density Commercial

Defines shopping and service areas that are somewhat more intense in scale and character than the low-density commercial areas. Retail, office, and service businesses are the predominant uses. Areas range from small business districts that draw primarily from the surrounding neighborhoods to larger business district uses that draw from a broader market area. Buildings are larger and/or taller than those in low density commercial areas but generally do not exceed five stories in height.



Medium Density Commercial

Defines shopping and service areas that are somewhat more intense in scale and character than the moderate-density commercial areas. Retail, office, and service businesses are the predominant uses. Areas generally draw from a citywide market area. Buildings are generally larger and/or taller than those in moderate density commercial areas but generally do not exceed eight stories in height.



High Density Commercial

Defines the central employment district of the city and other major office employment centers on the downtown perimeter. Characterized by office and mixed office/retail buildings greater than eight stories in height, although many lower scale buildings (including historic buildings) are interspersed.



Production, Distribution, and Repair

This category defines areas characterized by manufacturing, warehousing, wholesale and distribution centers, transportation services, food services, printers and publishers, tourism support services, and commercial, municipal, and utility activities which may require substantial buffering from noise-, air pollution- and light-sensitive uses such as housing. This category is also used to denote railroad rights-of-way, switching and maintenance yards, bus garages, and similar uses related to the movement of freight, such as truck terminals.

Public and Institutional Land Use Categories



Federal

Includes land and facilities owned, occupied and used by the federal government, excluding parks and open space. Uses include military bases, federal government buildings, the International Chancery Center, federal hospitals, and similar federal government activities. The "Federal" category generally denotes ownership rather than use. Land with this designation is generally not subject to zoning.



Local Public Facilities

Includes land and facilities occupied and used by the District of Columbia government or other local government agencies (such as WMATA), excluding parks and open space. Uses include public schools including charter schools, public hospitals, government office complexes, and similar local government activities. Because of the scale of this map, local public facilities smaller than one acre—including some of the District's libraries, police and fire stations, and similar uses—may not be shown.



Institutional

Includes land and facilities occupied and used by colleges and universities, large private schools, hospitals, religious organizations, and similar institutions. Because of the scale of this map, smaller institutional uses such as churches are generally not shown unless they are located on sites that are several acres in size.



Parks, Recreation, and Open Space

Includes the federal and District park systems, including the National Parks, the circles and squares of the L'Entant city and District neighborhoods, the National Mall, settings for significant commemorative works, certain federal buildings such as the White House and the US Capitol grounds and museums, and District-operated parks and associated recreation centers. It also includes permanent open space uses such as cemeteries, open space associated with utilities such as the Dalecarlia and McMillan Reservoirs, and open space along highways such as Suitland Parkway. This category includes a mix of passive open space (for resource conservation and habitat protection) and active open space (for recreation).

Mixed Land Use



Areas where the mixing of two or more land uses is encouraged are shown using striped patterns. The colors of the stripes correspond to the specific land uses. The general density and intensity of development within a Mixed Use area is determined by the specific mix of uses. If the desired outcome is to emphasize one use over the other (for example, ground floor retail with three stories of housing above), the map may indicate the dominant use by showing it at a slightly higher density (in this case, "Moderate Density Residential/ Low Density Commercial"). The Comprehensive Plan Area Elements may also provide additional detail on the specific mix of uses envisioned.



Water Bodies



Metro Stations



Metro Lines

①

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS
OFFICE OF THE ZONING ADMINISTRATOR**



September 19, 2011

Via Emailed PDF and US Mail

Christy Moseley Shiker
Holland & Knight LLP
2099 Pennsylvania Avenue, NW - Suite 100
Washington, DC 20006

Re: 2055 L Street, NW - Renovation and Addition of 8th Floor

Dear Ms. Shiker:

This is to confirm the substance of our discussions on July 21, 2011, regarding the proposed addition of an 8th floor for the building located at 2055 L Street, NW (known as Record Lot 121, Condo Lots 2005 through 2010, Square 100) (the "Site"). You requested me to review a variety of zoning issues relating to the existing building and proposed addition.

Background

The Site is zoned C-3-C and is located within the New Downtown Receiving Zone. The Site is improved with an existing 7-story building housing Verizon office use and switching gear equipment constructed in or around 1964. You informed me that you have researched the records at the Department of Consumer and Regulatory Affairs and that you were unable to locate a Zoning Computation Sheet for existing improvements. We discussed that the Zoning Regulations in effect in 1964 (the "1964 Regulations") would have governed construction of the project.

When the building was constructed, the Site was zoned C-3-B. The maximum permitted height for the building was 90 feet and the maximum permitted density was 6.5 FAR. According to the architect for the building renovation and proposed addition, the building was constructed to a maximum height of approximately 89 feet and contained 228,340 square feet of gross floor area, or 6.34 FAR, with 175,244 square feet being devoted to office use and 53,096 square feet being devoted to switch gear and related use. Over time, the amount of space devoted to switch gear and related use increased to 94,193 square feet, with a corresponding decrease in office use.

All C-3-B properties were re-designated to C-3-C by Zoning Commission Order No. 308, dated May 8, 1980, and effective on May 23, 1980. By Order No. 609-A, dated October 16, 1989, and effective on November 10, 1989, the Site was designated within the New Downtown

Receiving Zone. This designation increased the permitted height to 110 feet and 9.0 FAR with the legally sufficient transfer of transferrable development rights ("TDRs") pursuant to Section 1709.21 of the Zoning Regulations.

You informed me that the owner is currently renovating the building and intends to construct an additional story to take advantage of the extra height and density permitted by the Site's location within the New Downtown Receiving Zone. This new floor will incorporate the existing mechanical penthouse. As a result of these modifications, there are a variety of zoning considerations that I have reviewed and evaluated as set forth below.

Parking

Based on the historical information that your team has, you have been unable to conclusively determine the number of parking spaces required under the 1964 Regulations. While the office use classification is straightforward, it is more unclear as to what use classification was used for the switch gear equipment for purposes of calculating parking. You have asked me to confirm the use classification for you so that you may determine the amount of parking required as a result of the addition.

Based on my review of Chapter 21 of the Zoning Regulations, I conclude that the most current appropriate use classification for the gross floor area devoted to switch gear equipment is "Optical Transmission Node." This use is defined as follows: "an interior or exterior facility that is utilized as remote terminal units for the operation of such things as cable television systems, high-speed internet access and interactive video, not including any broadcast antenna or related towers for the transmission of radio waves." 11 DCMR § 199. Accordingly, assuming that the finished project includes 94,193 square feet of gross floor area devoted to switch gear equipment, one parking space would be required for each 3,000 square feet of gross floor area, with a total requirement for that use being 31 spaces.

In addition, in order to calculate the required parking for the office, you have asked me to confirm that the conference center, including a show kitchen for the proposed tenant, would be an accessory use to the office space. According to the information that you provided, this conference center and kitchen space would comprise approximately 1,800 square feet of the 8th floor, which amounts to approximately 8% of the space on that floor, and approximately 3% of the overall space to be used by the tenant. Based on the nature of the use of this space, I conclude that it is customarily incidental and subordinate to the principal office use and would be considered part of the overall office use for purposes of calculating parking requirements.

Furthermore, you asked me to review the existing parking plans to confirm how compliance will be determined based on the existing parking provided. The regulations in effect at the time the building was constructed required parking spaces to be 9 feet by 19 feet (i.e., standard size) with drive aisle widths of at least 14 feet. Based on the owner's and architect's review of the existing below-grade parking areas, a minimum of 79 standard size parking spaces

appear to be available within the existing configuration and drive aisles, although this number may slightly increase upon further study. Because this number is less than will be required based on the total square footage for the final project, you indicated that you will seek approval from the Board of Zoning Adjustment to reduce the number of required parking spaces. No relief is necessary for the reduced width drive aisles assuming you only count standard spaces for zoning purposes because those comply with the 1964 Regulations.

Loading

According to the original plans for the building, loading was provided in accordance with the 1964 Regulations, including one loading berth at 20 feet and one loading berth at 45 feet. Additional loading would have been required if the office space increased above 200,000 square feet. Because the office space in the expanded building is being reduced from the amount of office space existing in 1964, I conclude that the loading existing at the time it was constructed continues to be acceptable and no relief from the Zoning Regulations is required.

8th Floor Addition

You asked me to confirm which areas of the 8th floor would constitute gross floor area and require the purchase of TDRs in order to permit the additional height. According to the plans that you showed me, the 8th floor has the following uses, each having the approximate amount of gross floor area:

Office	22,159 sf
Conference Center and Show Kitchen	1,800 sf
Roof Terrace	1,140 sf
Mechanical	5,163 sf
Cooling Tower	2,298 sf

The new 8th floor will incorporate new office space, a conference center and the existing mechanical penthouse. The office space and conference center will count in gross floor area and will require the purchase and legally sufficient transfer of TDRs in order to be constructed. The mechanical space will no longer constitute a roof structure subject to Section 411 of the Zoning Regulations. Because the mechanical space is enclosed within the building and has head room greater than 6 feet, 6 inches, the square footage within this enclosed area will count in gross floor area for purposes of calculating FAR, and the owner will be required to acquire TDRs for that space to be incorporated into the new 8th floor. The existing cooling tower and related space, however, is open to the sky and is not covered by a roof. Accordingly, that square footage will not count as gross floor area for purposes of calculating FAR and the owner will not be required to acquire TDRs for that space.

According to information from the architect, the roof terrace will be covered by an architectural embellishment that is at least 51% open to the sky. According to past

interpretations by this office, such a cover would not constitute a roof. Therefore, the square footage under the roof terrace would not constitute gross floor area for purposes of calculating FAR, and the owner will not be required to acquire TDRs for that space.

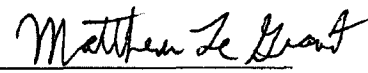
New Roof Structure

You informed that the new roof structure will be constructed on the roof of the new 8th floor. This roof structure may rise to a maximum height of 18 feet, 6 inches pursuant to Section 770.6(d) of the Zoning Regulations and must comply with the requirements for Section 411. The new roof structure must be set back 1:1 from the exterior walls on the east, south and west façades of the building. Because the north façade is a party wall with the adjacent property and that adjacent property is permitted to be constructed to a maximum height of 110 feet, the roof structure is not required to be set back from that wall.

Rear Yard

You informed that the existing building incorporates a rear yard on the east façade having a maximum width of 18.75 feet, which is in accordance with that required at the time of the original construction of a height up to approximately 88 feet. With the addition of the 8th floor, the required width of the rear yard increases to 22.7 feet. Because you cannot accommodate the required width of rear yard, you must seek relief from the Board of Zoning Adjustment.

Please let me know if you have any further questions.

Sincerely, 
Matthew Le Grant
Zoning Administrator

E

MEMORANDUM

TO: District of Columbia Office of Zoning
Board of Zoning Adjustment

FROM: Christopher L. Bowyer, LEED GA
Erwin N. Andres, P.E.

DATE: October 10, 2011

SUBJECT: 2055 L Street Parking Variance

This memorandum supports the parking variance requested as part of the application for variance relief for the 2055 L Street NW project located in the District of Columbia as shown on Figure 1. The site is currently approved and occupied by approximately 228,340 square feet of gross floor area including general office space and Verizon switch gear equipment. The structure was constructed in or around 1964 at a height of 88 feet, 2 inches to include a total of 7 stories. The applicant is seeking to construct an 8th story onto the building increasing the overall height to approximately 108 feet, 4 inches and increasing the overall interior space to approximately 257,639 square feet of gross floor area. With the new addition of the 8th floor, the newly enhanced building will not comply with the current zoning requirements with respect to parking. This memorandum confirms that with the proposed modifications to the site, the existing two level below-grade parking garage will adequately serve the demands of its tenants.

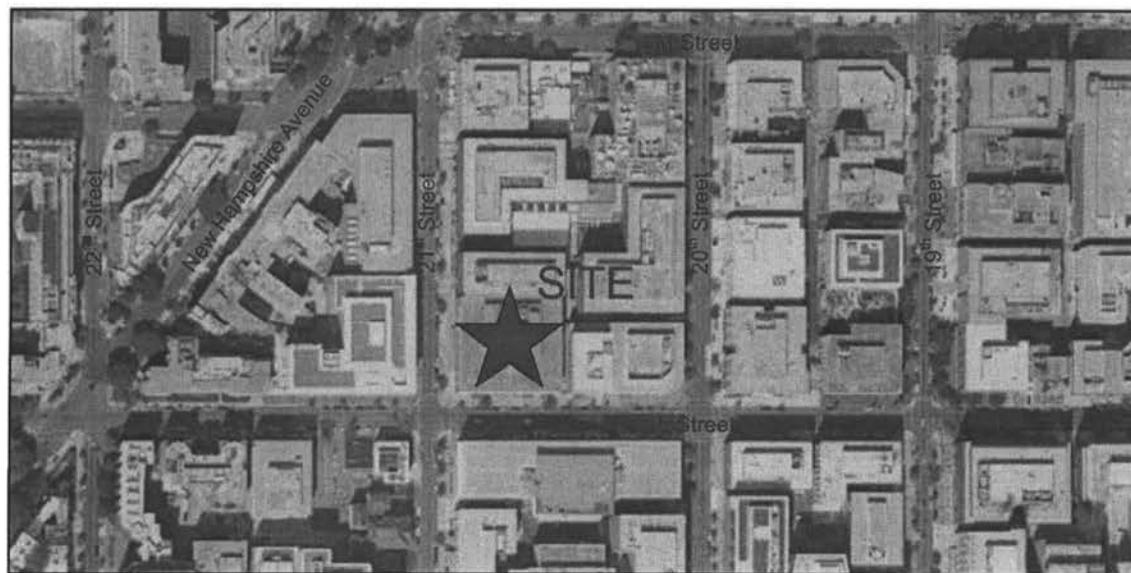


Figure 1: Site Location

EXISTING PARKING SUPPLY

As part of the original construction associated with the 2055 L Street site, a two level below-grade parking garage was constructed which provides a minimum of 79 standard size parking spaces. Since its original construction, the applicant has been able to incorporate 22 additional compact parking spaces providing a total of 101 spaces in the garage. However, based on a ruling from the District of Columbia Zoning Administrator, these 22 parking spaces do not count for zoning

purposes. Thus, while available to tenants of the site, the number of parking spaces provided for zoning purposes to calculate the variance is 79 spaces.

ZONING PARKING REQUIREMENTS

At the time the 2055 L Street site was constructed, the site consisted of approximately 228,340 square feet of gross floor area comprised of approximately 175,244 square feet of office use and 53,096 square feet of Verizon switch gear equipment. Since its construction, the footprint devoted to Verizon switch gear equipment has increased to 94,193 square feet, with a corresponding decrease in office use. The applicant has been unable to determine the appropriate parking requirements for the switch gear equipment based on the parking regulations in effect at the time of construction of the site in 1964. Therefore, a review of the existing parking supply was conducted revealing a total of 79 standard parking spaces currently being provided to the building, shown on Table 1.

In order to estimate the parking requirements for the switch gear equipment, the applicant contacted the District of Columbia Zoning Administrator which determined this space should be classified as "Optical Transmission Node". Based on this ruling, the switch gear equipment and the existing office space, also shown on Table 1, the site would be required to provide 106 parking spaces.

Incorporating the proposed increase in development for the site, with the 8th floor, the overall site would increase by approximately 29,299 square feet of gross floor area. The gross floor area associated with the switch gear equipment is not anticipated to be impacted by the proposed redevelopment. With the increase to the site, the future parking requirements would increase to 122 spaces, or 43 spaces greater than currently provided total amount of parking. However, portions of this shortage would be supplemented by the non-compliant 22 compact parking spaces currently provided. See Table 1 for the proposed development parking requirements.

Table 1: Summary of Existing Parking Supply and Zoning Parking Requirements

	<u>Land Use</u>	<u>Zoning Use</u>	<u>Amount</u>	<u>Parking Requirement</u>
Existing Parking Supply				79
Existing Development	Office		134,147	74
	Switch Gear		<u>94,193</u>	<u>32</u>
	Total		228,340	106
Proposed Development	Office ¹	Office - General	163,446	90
	Switch Gear	Optical Transmission Node	<u>94,193</u>	<u>32</u>
	Total		257,639	122
Proposed Parking Variance				43

1. 5,163 SF of this space is devoted to mechanical equipment.

PARKING REQUIREMENT REDUCTION

When considering the various elements of the site and its location, the proposed parking supply is anticipated to adequately serve the demands of the site. The site is well situated and is served by three (3) Metrorail stations within walking distance of the site that include the Foggy Bottom, Farragut West and Farragut North Metrorail stations. The site is also served by between 10-15 Metrobus, MetroExpress and Circulator buses within close walking distance. Capital Bikeshare will also assist in reducing private auto dependency due to seven (7) stations located within one-half mile of the site, with one location one block away from the site at New Hampshire Avenue and 21st Street. Figure 2 and Figure 3 present the various transit services serving the site.

When considering the uses included within this development, the Verizon switch gear equipment area would not generate a demand of 32 spaces as estimated by zoning regulations. This area of the existing facility requires a minimal portion of parking as compared to the zoning regulations. On a regular basis, the employees visiting the switch gear equipment is regularly shown to utilize a maximum of only 5-10 spaces at any given time. Given this information, reducing the switch gear demand from 32 spaces to 10 spaces and assuming the full zoning requirement for the office component equates to the demand generated by general office land use, which is typically found in the District, a parking demand of only 100 spaces as compared to the 122 spaces would be realized. This demand for 100 spaces could be fully accommodated within the 79 standard parking spaces which can be included for zoning purposes and the 22 additional compact parking spaces which are currently provided.

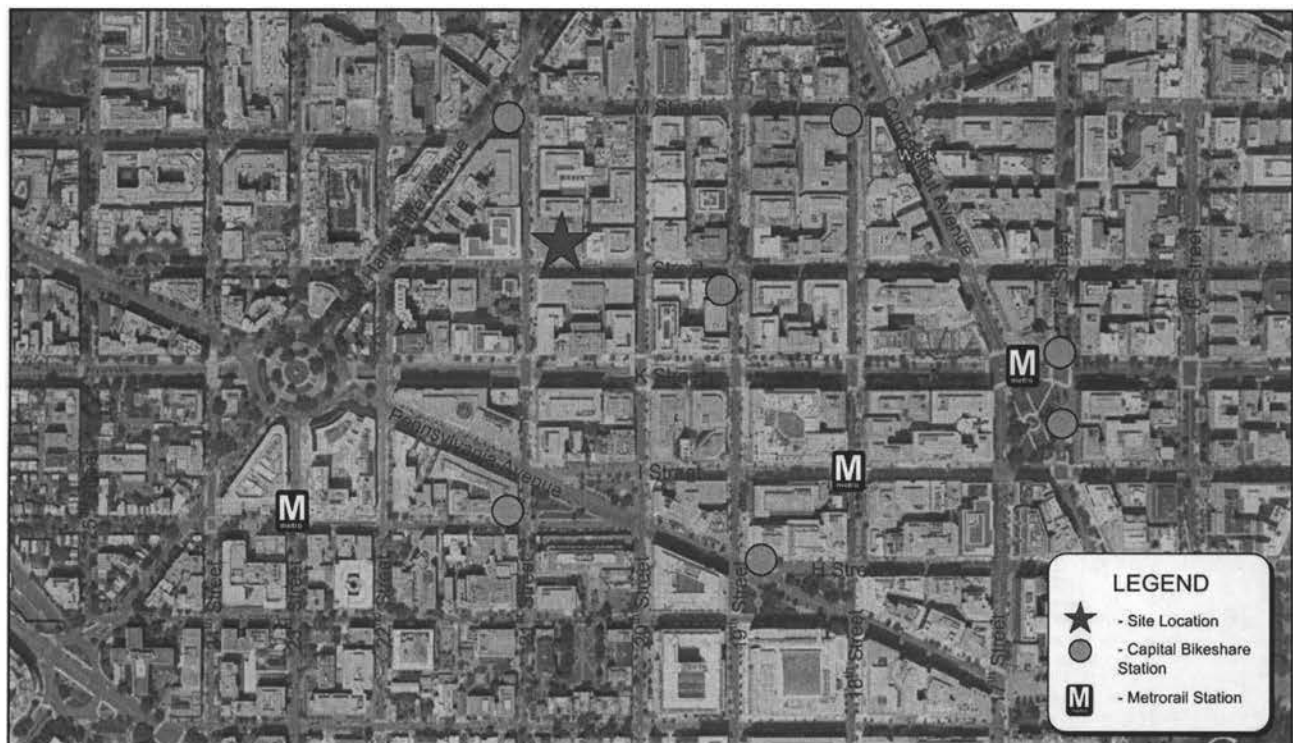


Figure 2: Existing Metrorail and Capital Bikeshare Transit Map

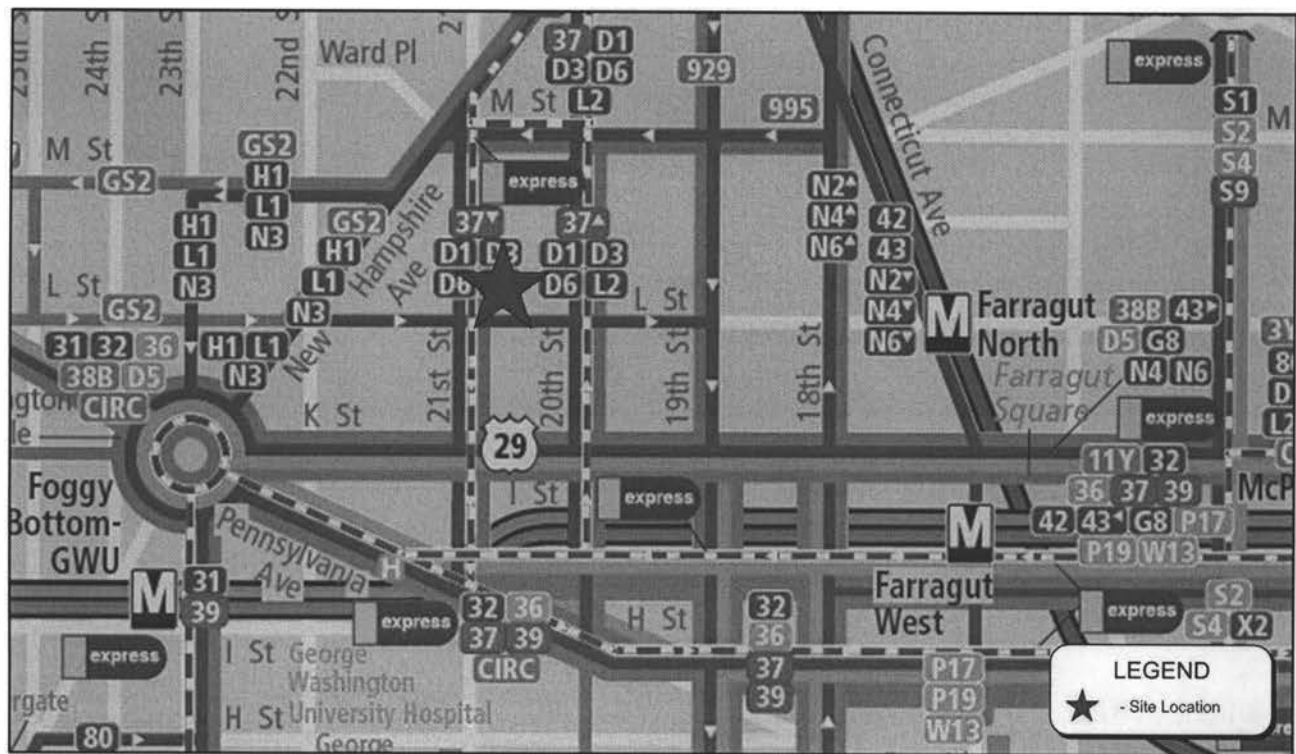


Figure 3: Existing Metrobus Transit Map

DISTRICT OF COLUMBIA MUNICIPAL REGULATIONS

As part of research conducted for this site, the District of Columbia Municipal Regulations were extensively reviewed as part of the parking requirement calculations. Upon review of Chapter 11, section 2100.7, the regulations state "Parking spaces shall not be required for the addition unless the addition increases in the intensity of use of the building or structure by more than twenty-five percent (25%) of the aggregate." According to the current zoning regulations in the District, this regulation is only relevant to developments which were approved and constructed prior to May 12, 1958.

However, the District is currently updating the zoning regulations comprehensively and as part of their draft amendment, the date of construction requirement was omitted as it was determined to not be relevant in an urban environment such as the District of Columbia. Should this draft amendment be approved and implemented, the 2055 L Street would not exceed the 25% aggregate increase in the previously approved site. With an increase of approximately 29,299 square feet of gross floor area, the overall increase in development would only be 12.8 percent and would therefore not require any additional parking under the current draft amendment of the zoning regulations.

CONCLUSIONS

It is anticipated that with the various non-auto modes of transportation within such close proximity to the site and a lower demand than estimated by zoning regulations for the switch gear space, the 79 parking spaces that are provided within the existing two level below-grade parking garage (101 if considering compact spaces) will adequately serve the parking demand for the 2055 L Street site.

F

Government of the District of Columbia
Foggy Bottom and West End
Advisory Neighborhood Commission 2A



c/o West End Library

1101 24th St., N.W.

Washington DC 20037

October 30, 2011

Meridith Moldenhauer, Chairperson
DC Board of Zoning Adjustment
441 4th St., N.W. Suite 200
Washington, DC 20001

Re: BZA Case No. 18284, 2055 L Street, NW

Dear Chairperson Moldenhauer and Members of the Commission:

At its duly noticed, regular monthly meeting on October 19, 2011, with 5 of 6 commissioners present constituting a quorum, ANC 2A voted unanimously (5 to 0) to support the relief requested by the applicant.

The neighborhood looks forward to the renovation and proposed changes to this property. Please let me know if I can answer any questions.

ON BEHALF OF THE COMMISSION

Respectfully submitted,

A handwritten signature in cursive script, appearing to read 'Rebecca Coder', written in black ink.

Rebecca Coder
Chair

Cc: Christine Shiker, Counsel to the Applicant

G

**Board of Zoning Adjustment Case No. 18284
Expansion of 2055 L Street, NW**

**Outline of Testimony
Pam Frentzel-Beyme
Representative of the Applicant**

- I. Introduction of Self and Applicant
- II. General History of Project
- III. Importance of Addition for redevelopment of the building
- IV. Work with Agencies and Community
 - A. Coordination with District Agencies
 - B. Support from Advisory Neighborhood Commission 2A
- V. Thank you

H

**Board of Zoning Adjustment Case No. 18284
Expansion of 2055 L Street, NW**

**Outline of Testimony
Jane Nelson
Nelson Architects**

- I. Introduction
 - A. Description of Nelson Architects
 - B. History and Experience
- II. Description of Site
 - A. Location and Existing Building
 - B. General Description of Overall Project
 - C. Summary of Site Constraints and Exceptional Conditions
- III. Areas of Relief
 - A. Description of Rear Yard (Existing, Proposed)
 - B. Description of Parking and Constraints
- IV. Impact and Benefit of Renovation
- V. Conclusions

NELSON ✕ ARCHITECTS, PC

1003 K STREET, NW
SUITE 835
WASHINGTON, DC
20001

TEL: 202.737.4800
FAX: 202.737.4888

Jane A. Nelson
President

Ms. Nelson founded Nelson Architects in 1996 and oversees design and project management of all Nelson Architects' projects. Every commission receives the firm's commitment to design excellence and thoroughness throughout the design, documentation, bidding and construction administration phases.

With twenty-nine years professional practice in architecture Ms. Nelson has directed teams that have produced design and construction documents for over 2.5 million square feet of office, multi-family residential, educational and mixed use projects. Ms. Nelson has been associated with all phases of high quality urban and suburban development, large and small scale build-to-suit and master planning. These projects have involved new construction, restoration, and adaptive re-use of historic structures. Prior to starting Nelson Architects, Ms. Nelson was an associate at Shalom Baranes Associates.

A graduate of the University of Notre Dame with a Bachelor of Architecture, Ms. Nelson is a registered architect in the District of Columbia, Maryland, and Virginia.

工

**Board of Zoning Adjustment Case No. 18284
Expansion of 2055 L Street, NW**

**Outline of Testimony
Erwin Andres
Traffic Consultant**

- I. Introduction
 - A. Description of Gorove Slade
 - B. History and Experience
- II. Review of Parking Facilities and Usage
- III. Review of Variance and Adequacy of Parking for Project
- IV. Conclusions



Erwin N. Andres, P.E.

Principal

Mr. Andres's diverse experience bridges the disciplines of civil engineering design, urban transportation planning, traffic engineering, land development, environmental analysis, and transportation systems design. Mr. Andres has directed traffic circulation and transit studies, and parking needs and design optimization studies for central business districts and new developments. He has evaluated alternative public transportation modal options. He is familiar with roadway classification and its application to transportation planning. He has performed traffic impact assessments for residential, office, shopping and convention centers, and institutional complexes. He has been responsible for the transportation and parking components for academic, government, and corporate campuses.

Professional Registration and Certification

Professional Engineer: Maryland (#29177)
New Jersey (#4557000)

Education

Bachelor of Science, Civil Engineering
Rutgers University, New Brunswick, NJ

Professional Associations

Urban Land Institute (ULI)
American Planning Association (APA)
Institute of Transportation Engineers (ITE)
Lambda Alpha International (LAI) Land
Economics Honorary Society, Board Member
Georgetown University Real Estate Program
Capstone Advisor

Publications

"Ask the Expert", Healthcare Magazine, November 2003
North Capitol Main Street Technical Assistance Program
Study, Urban Land Institute, August 2009

Representative Projects

MIXED-USE AND TRANSIT ORIENTED DEVELOPMENTS

Mr. Andres has managed a number of mixed-used developments in the District of Columbia, including the redevelopment of a defunct mall into a premiere mixed-use town center. The analysis addresses the existing traffic conditions, future traffic conditions without development, future traffic conditions with development, and future traffic conditions in ten to twenty years. Other tasks that are usually involved in larger projects of this nature are traffic signal design plans, parking analysis, site access planning, vehicular maneuverability analysis and loading access design, Transportation Demand Management (TDM) planning, and site circulation planning.

Mr. Andres has also managed transportation studies for mixed-use developments that analyzed potential multi-trip sharing and shared parking between restaurant, hotel, bank, residential, office, and retail center uses. Principal tasks of these projects include hourly trip and parking generation, development of parking demand profiles, entrance design for large vehicle circulation access, and identification of general street traffic conditions around the site.



Sample Projects: North Bethesda Conference Center, Bethesda, MD; Half Street Akridge Development, Washington, DC; Poplar Point Master Plan, Washington, DC; Burnham Place, Washington, DC; Georgetown Safeway, Washington, DC; Southeast Federal Center Master Plan, Washington, DC

MASTER PLANNING AND REDEVELOPMENT PROJECTS

Mr. Andres has worked on the transportation aspects of overall master planning efforts for several redevelopment projects. Tasks for these types of projects include developing multi-modal plans, long-term transportation master plans, near-term detailed traffic analyses, on-site circulation studies, parking and shared parking studies, loading dock maneuverability analyses, and Transportation Demand Management plans.

Sample Projects: Poplar Point Master Plan, Washington, DC; Southwest Waterfront Development, Washington, DC; Boathouse Row, Washington, DC; Bethlehem Baptist Church Planned-Unit Development (PUD), Washington, DC; Takoma Small-Area Plan, Washington, DC

CAMPUSES, SCHOOLS AND INSTITUTIONS

Mr. Andres has been involved with the development of circulation studies, traffic simulations, traffic signal design, parking studies, transportation master plans as well as data collection for several universities, schools and institutions. In addition, Mr. Andres has worked on numerous federal agency installations throughout the metropolitan Washington, DC area.

Sample Projects: Ohio State University, Columbus, OH; Howard University, Washington, DC; Georgetown University, Washington, DC; Kingsbury Academy, Washington, DC; Washington International School, Washington, DC; Washington National Cathedral, Washington, DC; National Institutes of Health, Bethesda, MD; National Cancer Institute, Fort Detrick, Frederick, MD; NASA Goddard Space Flight Center, Greenbelt, MD; Suitland Federal Center, Suitland, MD; Department of Homeland Security at St. Elizabeth's Campus, Washington, DC; USDOT Headquarters Building, Washington, DC.

Computer Applications and Software Experience

Mr. Andres has significant experience using a variety of transportation engineering software applications including AutoCAD, vehicle maneuvering simulation (AutoTurn), traffic signal timing and coordination (Synchro 7), Highway Capacity Software (HCS+), roadway network micro-simulation (SimTraffic, TSIS/Corsim), trip distribution and assignment (WinTASS), and Microsoft Office applications (Word, Excel, PowerPoint, Access, Outlook, and Visio).

Public Testimony

Mr. Andres has been qualified as an expert witness before Zoning Boards and Commissions in numerous jurisdictions throughout the northeast United States that include the District of Columbia, Montgomery County in Maryland, and numerous counties in Pennsylvania, New Jersey, New York and Connecticut.

5

**Board of Zoning Adjustment Case No. 18284
Expansion of 2055 L Street, NW**

**Outline of Testimony
Steven E. Sher, Land Planner**

- I. Introduction
- II. Experience and Expertise
- III. Zoning
- IV. Analysis of Requested Area Variances
 - A. Standards
 - B. Satisfaction of Standard for Parking Variance (§ 2101.1)
- V. Analysis of Requested Special Exception
 - A. Standard
 - B. Satisfaction of Special Exception Standards for Waiver of Rear Yard (§ 774)
- VI. Consistency with the Comprehensive Plan
- VII. Conclusions

Holland & Knight

2099 Pennsylvania Avenue, N.W., Suite 100 | Washington, DC 20006 | T 202.955.3000 | F 202.955.5564
Holland & Knight LLP | www.hklaw.com

PROFESSIONAL QUALIFICATIONS

STEVEN EDWARD SHER
DIRECTOR OF ZONING AND LAND USE SERVICES
HOLLAND & KNIGHT, LLP

EDUCATION:

Brooklyn College of the City University of New York, 1969, Bachelor of Arts
(Urban Studies and Political Science)
Cornell University, 1971, Master of Regional Planning

PROFESSIONAL EXPERIENCE:

Director of Zoning and Land Use Services, Holland & Knight, LLP
2000 - present
Director of Zoning Services, Wilkes, Artis, Hedrick & Lane, Chartered
1985 - 2000
Executive Director, Zoning Secretariat, District of Columbia
1977 - 1985
Deputy Director, Zoning Division, Municipal Planning Office, District of
Columbia
1975 - 1977
Acting Secretary to the Board of Zoning Adjustment, District of Columbia
1976
Urban Planner, D.C. Zoning Commission, D.C. Office of Planning and
Management, D.C. Municipal Planning Office
1972 - 1975
Renewal Coordinator, District of Columbia Zoning Commission
1972 - 1973
Acting Secretary to the District of Columbia Zoning Commission
1972
Project Planner, District of Columbia Zoning Commission
1971 - 1972
Planning Intern, Frederick P. Clark Associates, Planning and Development
Consultants
1970
Research Intern, Brooklyn Linear City Development Corporation
1969

PROFESSIONAL QUALIFICATIONS

STEVEN E. SHER

PAGE 2

APPEARED AS EXPERT WITNESS:

District of Columbia Zoning Commission
District of Columbia Board of Zoning Adjustment
District of Columbia Historic Preservation Review Board
District of Columbia Mayor's Agent for D.C. Law 2-144
Zoning Hearing Examiner, Montgomery County, Maryland
Montgomery County (Maryland) Planning Board
U.S. Bankruptcy Court for the District of Columbia
Superior Court of the District of Columbia

AREAS OF INTEREST AND/OR SPECIALIZATION:

Land use planning
Zoning, subdivision and other control of land use
Urban design
Urban transportation planning

ORGANIZATIONS:

American Planning Association (1971-present)
Greater Washington Board of Trade (1986-2000)
 Planning and Development Committee (Vice-Chairman for Zoning and
 Regulatory Affairs) (1987-8)
 Community Development Bureau Steering Committee (1987-9)
 PUD Task Force (Chairman) (1987)
 Comprehensive Plan Task Force (1987-8)
 Downtown Revitalization Committee Housing Team (1988)
Mayor's Commission on Downtown Housing (1988-89)
Downtown Partnership Downtown Development District Task Force
 (1989-90)
Lambda Alpha (honorary land economics society) (1990-present)
Metropolitan Washington Council of Governments Metropolitan Development
 Citizens Advisory Committee (1997-2004)
District of Columbia Comprehensive Plan Assessment Task Force (2002-
 2003)
District of Columbia Comprehensive Plan Revision Task Force (2004-2006)
District of Columbia Zoning Advisory Committee (2003-2008)
District of Columbia Zoning Review Task Force (2007-present)

PROFESSIONAL QUALIFICATIONS

STEVEN E. SHER

PAGE 3

LECTURES/SEMINAR PRESENTATIONS:

District of Columbia Association of Realtors

District of Columbia Building Industry Association

D.C. Bar/Georgetown University Law School Continuing Legal Education

Capitol Hill Realtors

American University Real Estate Alumni

District of Columbia Apartment and Office Building Association

K

2055 L STREET, NW

WASHINGTON, DC

PRE-HEARING SUBMISSION

BZA CASE NO. 18284

NOVEMBER 15, 2011

OWNER/DEVELOPER

AGMR 2055 L OWNER LLC
c/o MONUMENT REALTY

NELSON • ARCHITECTS

1003 K Street, NW

Suite 835

Washington, DC 20001

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USE SUMMARY

1993 PLANS	OFFICE GSF	SWITCH GEAR EQUIP. GSF (& RELATED USES)	TOTAL FAR GSF
1ST FLOOR	12,711	20,448	33,159
2ND FLOOR	0	32,648	32,648
3RD FLOOR	32,637	0	32,637
4TH FLOOR	32,589	0	32,589
5TH FLOOR	32,475	0	32,475
6TH FLOOR	32,456	0	32,456
7TH FLOOR	32,378	0	32,378
TOTAL FAR	176,244	63,096	228,340

PROPOSED PLANS	OFFICE GSF	SWITCH GEAR EQUIP. GSF (& RELATED USES)	EXIST. MECH. EQUIP. INCL. IN FAR	TOTAL FAR GSF
1ST FLOOR	13,628	19,531	0	33,159
2ND FLOOR	0	32,648	0	32,648
3RD FLOOR	0	32,637	0	32,637
4TH FLOOR	23,212	9,377	0	32,589
5TH FLOOR	32,576	0	0	32,576
6TH FLOOR	32,503	0	0	32,503
7TH FLOOR	32,512	0	0	32,512
8TH FLOOR	23,443	0	5,857	29,300
TOTAL FAR	157,874	94,193	5,857	257,924

DRAWING INDEX NO.	TITLE	NO.	TITLE
S1	SITE PHOTOS	A8	5TH FLOOR PLAN
S2	SITE PHOTOS	A9	6TH FLOOR PLAN
S3	SITE PHOTOS	A10	7TH FLOOR PLAN
A1	EXISTING CONDITION & ZONING PLAN	A11	8TH FLOOR PLAN
A2	SUB-BASEMENT PLAN	A12	ROOF PLAN
A3	BASEMENT PLAN	A13	SOUTH ELEVATION
A4	1ST FLOOR PLAN	A14	EAST ELEVATION
A5	2ND FLOOR PLAN	A15	WEST ELEVATION
A6	3RD FLOOR PLAN	A16	BUILDING SECTION
A7	4TH FLOOR PLAN	A17	BUILDING SECTION



ZONING DATA

PROJECT:	2055 L STREET, NW WASHINGTON, DC														
OWNER:	AGMR 2055 L OWNER LLC c/o MONUMENT REALTY 1700 K STREET, NW SUITE 600 WASHINGTON, DC 20006 202.777.2000														
ARCHITECT:	NELSON ARCHITECTS, PC 1003 K STREET, NW SUITE 835 WASHINGTON, DC 20001 202.737.4800														
SQUARE / LOT:	SQUARE 100 / LOT 121														
ZONE:	C-3-C														
USE:	OFFICE / OPTICAL TRANSMISSION NODE														
LOT AREA:	36,002 SF														
	<table><tr><th>PERMITTED / REQ'D</th><th>PROPOSED</th></tr><tr><td>HEIGHT/STORIES:</td><td>110 FT / NO LIMIT 108' - 4" / 8</td></tr><tr><td>FLOOR AREA RATIO:</td><td>9.0 (324,018 SF) 7.16 (257,924 SF)</td></tr><tr><td>LOT OCCUPANCY:</td><td>100% (36,002 SF) 98% (NO CHANGE)</td></tr><tr><td>REAR YARD:</td><td>22.7' 15.75' - SPECIAL EXCEPTION REQUESTED</td></tr><tr><td>SIDE YARD:</td><td>NONE REQ'D NONE</td></tr><tr><td>PENTHOUSE:</td><td>0.37 (11,784 SF) 0.01 (375 SF)</td></tr></table>	PERMITTED / REQ'D	PROPOSED	HEIGHT/STORIES:	110 FT / NO LIMIT 108' - 4" / 8	FLOOR AREA RATIO:	9.0 (324,018 SF) 7.16 (257,924 SF)	LOT OCCUPANCY:	100% (36,002 SF) 98% (NO CHANGE)	REAR YARD:	22.7' 15.75' - SPECIAL EXCEPTION REQUESTED	SIDE YARD:	NONE REQ'D NONE	PENTHOUSE:	0.37 (11,784 SF) 0.01 (375 SF)
PERMITTED / REQ'D	PROPOSED														
HEIGHT/STORIES:	110 FT / NO LIMIT 108' - 4" / 8														
FLOOR AREA RATIO:	9.0 (324,018 SF) 7.16 (257,924 SF)														
LOT OCCUPANCY:	100% (36,002 SF) 98% (NO CHANGE)														
REAR YARD:	22.7' 15.75' - SPECIAL EXCEPTION REQUESTED														
SIDE YARD:	NONE REQ'D NONE														
PENTHOUSE:	0.37 (11,784 SF) 0.01 (375 SF)														

PARKING:

REQUIRED:
157,874 SF + 5,857 SF OF OFFICE USE - 2,000 = 161,731/1,800 = 90 SPACES
94,193 SF OF OPTICAL TRANSMISSION NODE USE/3,000 = 31 SPACES
TOTAL SPACES REQUIRED = 121 SPACES

PROVIDED / EXISTING:
STANDARD SIZE = 79 SPACES
COMPACT SIZE = 22 SPACES
TOTAL SPACES = 101 SPACES - VARIANCE REQUESTED

LOADING:

EXISTING:
1 BERTH @ 12' X 64'
1 BERTH @ 12' X 44'
1 PLATFORM @ 720 SF



E



C



A



D



B

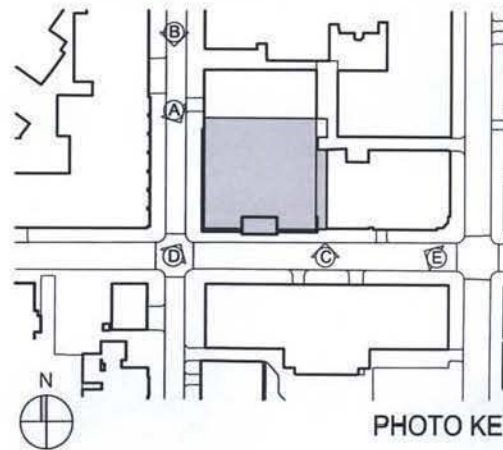


PHOTO KEY

SITE PHOTOS

2055 L STREET, NW
 SITE PHOTOS
 SCALE: N.T.S.
 DATE: 11.15.11

AGMR 2055 L OWNER LLC
 c/o MONUMENT REALTY
 BZA SUBMITTAL

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D



B



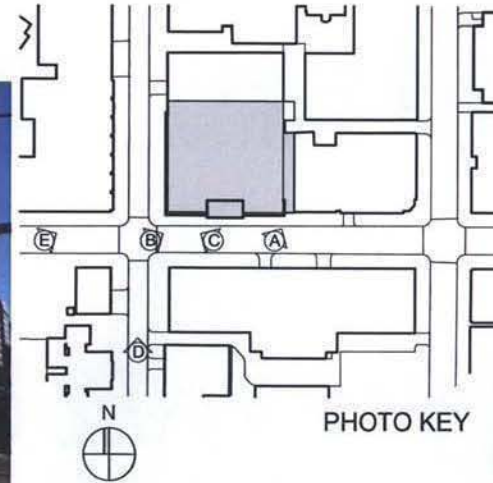
E



C



A



SITE PHOTOS

2055 L STREET, NW
SITE PHOTOS
SCALE: N.T.S.

DATE: 11.15.11

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S-2



B



D



C



A

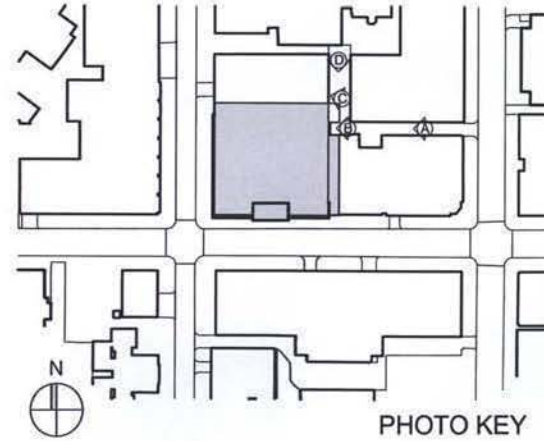


PHOTO KEY

SITE PHOTOS

2055 L STREET, NW
SITE PHOTOS
SCALE: N.T.S.

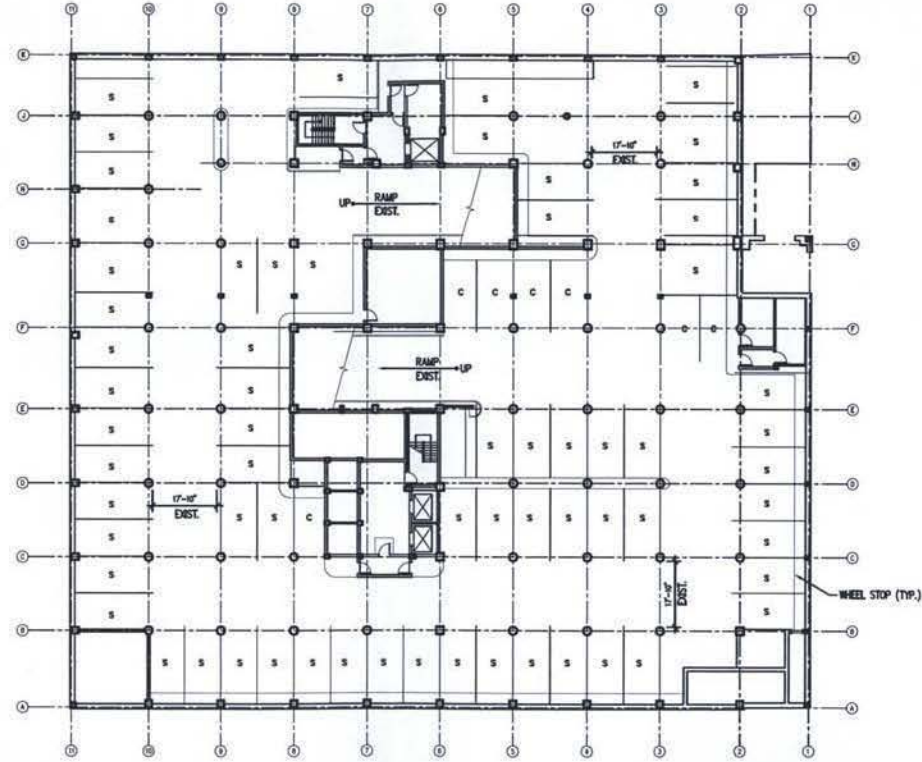
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EXISTING SUB-BASEMENT PLAN



2055 L STREET, NW
EXISTING SUB-BASEMENT PLAN
SCALE: 1/32"=1'-0"

AGMR 2055 L OWNER LLC
c/o MONUMENT REALTY

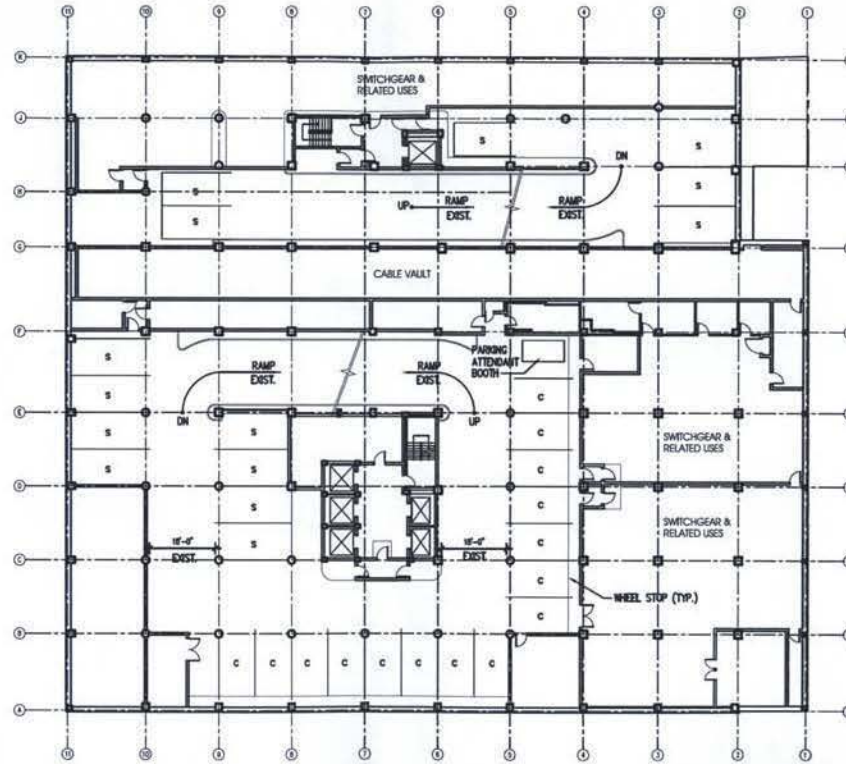
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A-2



EXISTING BASEMENT PLAN



2055 L STREET, NW
EXISTING BASEMENT PLAN
SCALE: 1/32"=1'-0"

DATE: 11.15.11

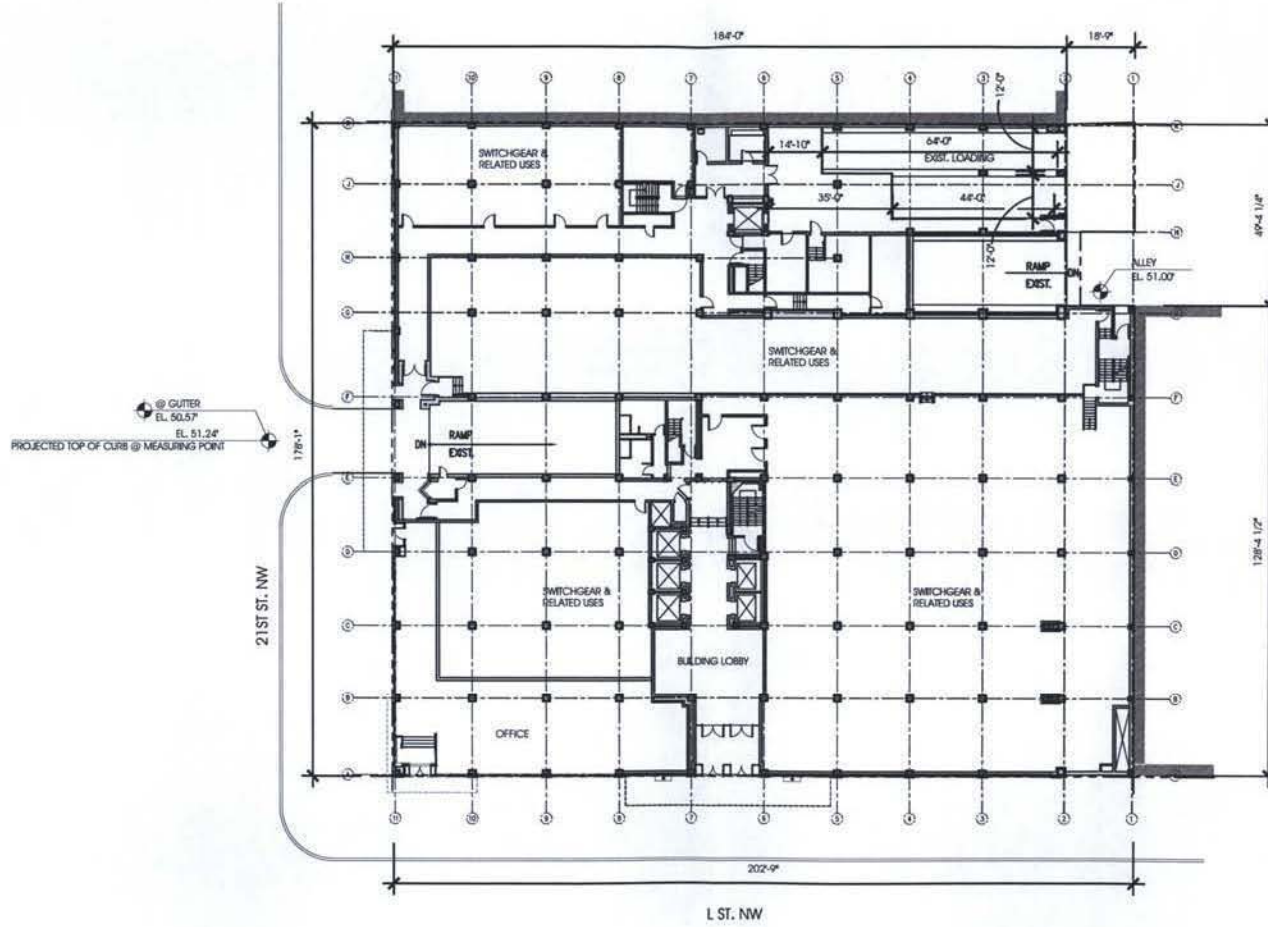
AGMR 2055 L OWNER LLC
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A-3



PROPOSED FIRST FLOOR PLAN

2055 L STREET, NW
PROPOSED FIRST FLOOR PLAN
SCALE: 1/32"=1'-0"

DATE: 11.15.11

AGMR 2055 L OWNER LLC

c/o MONUMENT REALTY

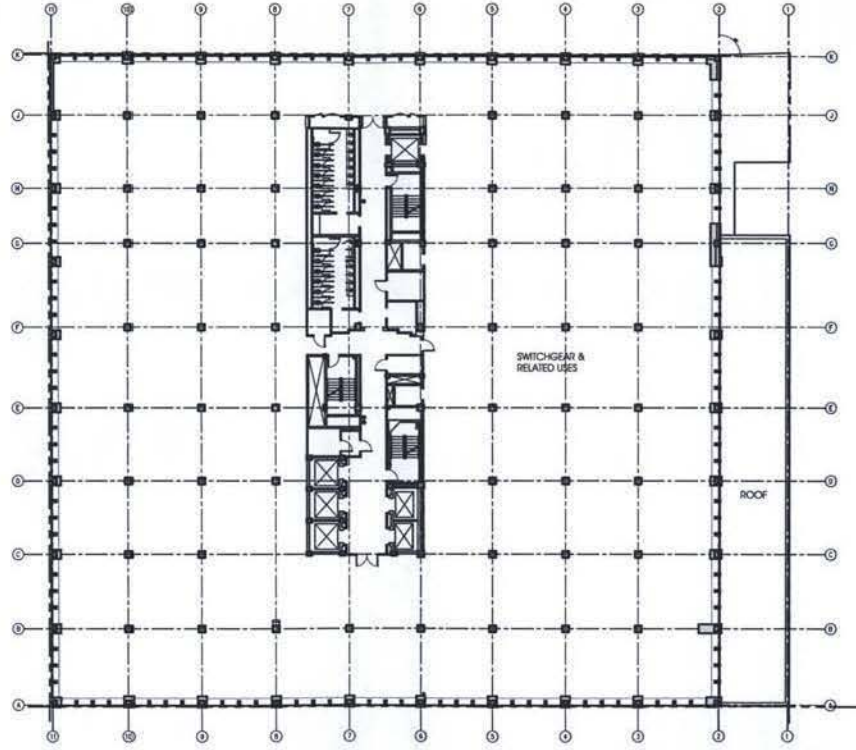
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A-4



EXISTING SECOND FLOOR PLAN



2055 L STREET, NW
EXISTING SECOND FLOOR PLAN
SCALE: 1/32"=1'-0"

DATE: 11.15.11

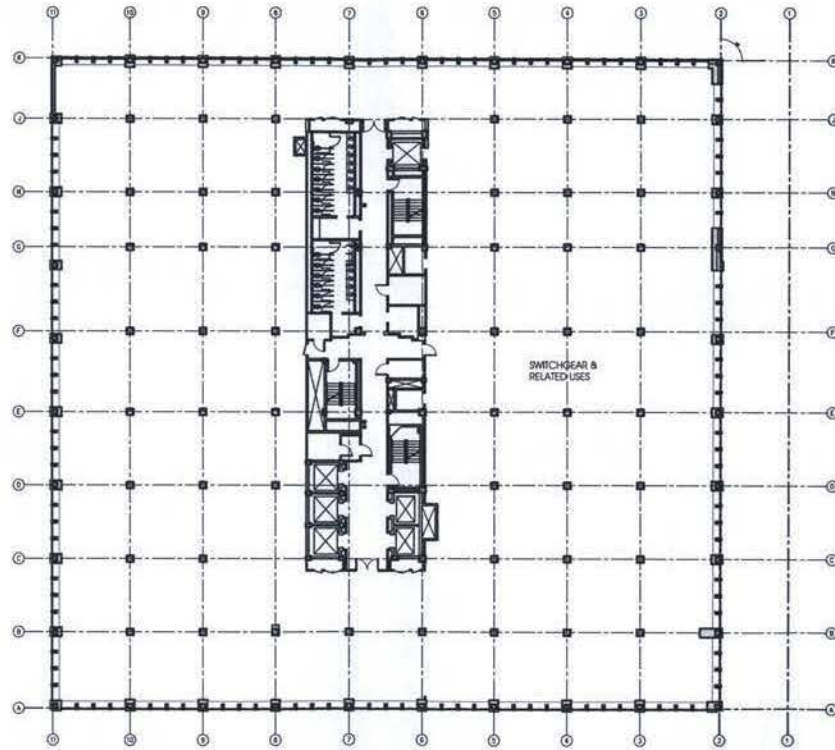
AGMR 2055 L OWNER LLC
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A-5



EXISTING THIRD FLOOR PLAN



2055 L STREET, NW
EXISTING THIRD FLOOR PLAN
SCALE: 1/32"=1'-0"

DATE: 11.15.11

AGMR 2055 L OWNER LLC
c/o MONUMENT REALTY

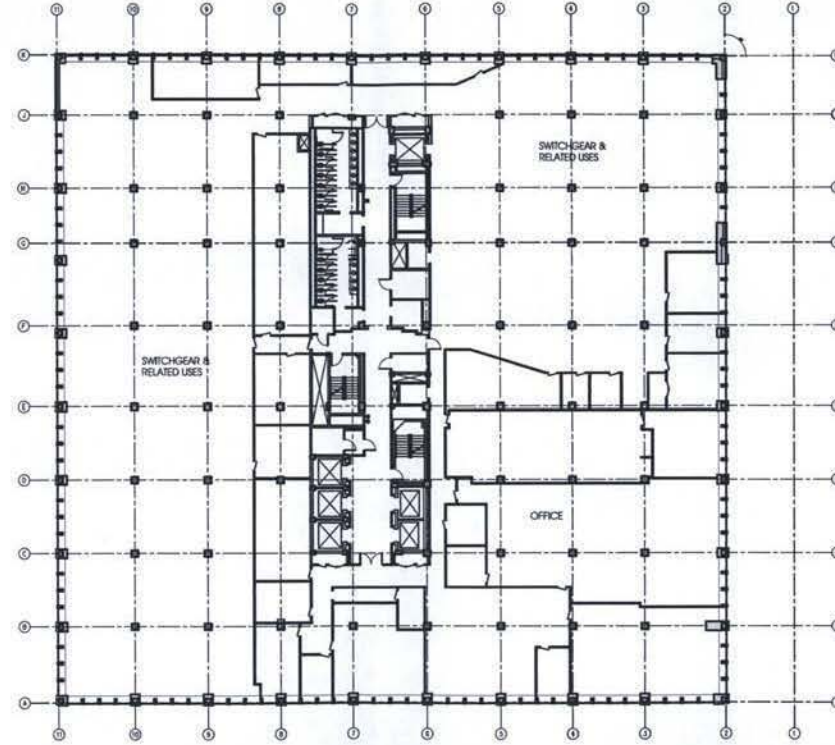
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A-6



EXISTING FOURTH FLOOR PLAN



2055 L STREET, NW
EXISTING FOURTH FLOOR PLAN
SCALE: 1/32"=1'-0"

DATE: 11.15.11

AGMR 2055 L OWNER LLC

c/o MONUMENT REALTY

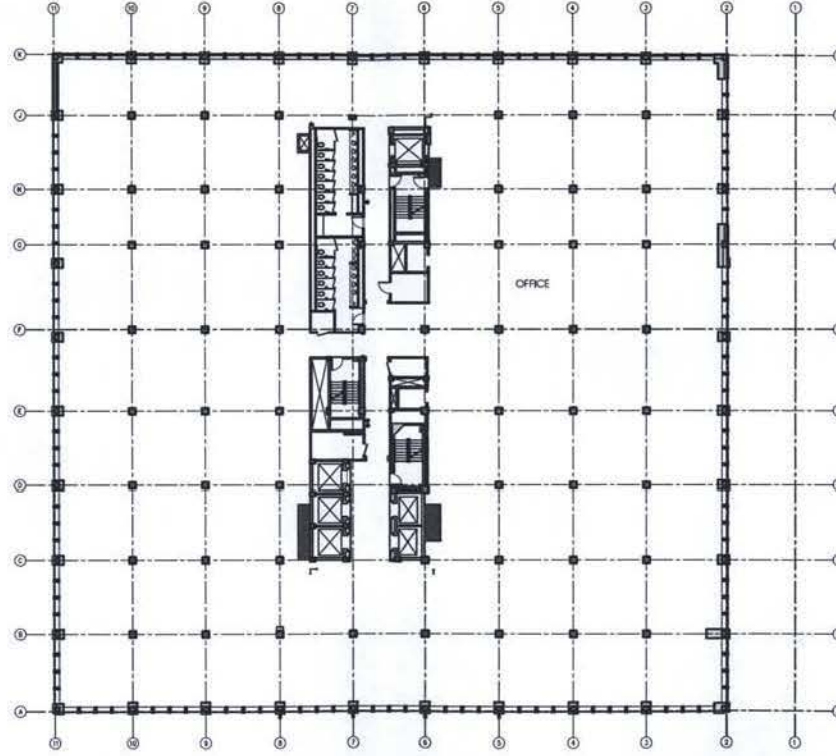
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A-7



EXISTING FIFTH FLOOR PLAN



2055 L STREET, NW
PROPOSED FIFTH FLOOR PLAN
SCALE: 1/32"=1'-0"

DATE: 11.15.11

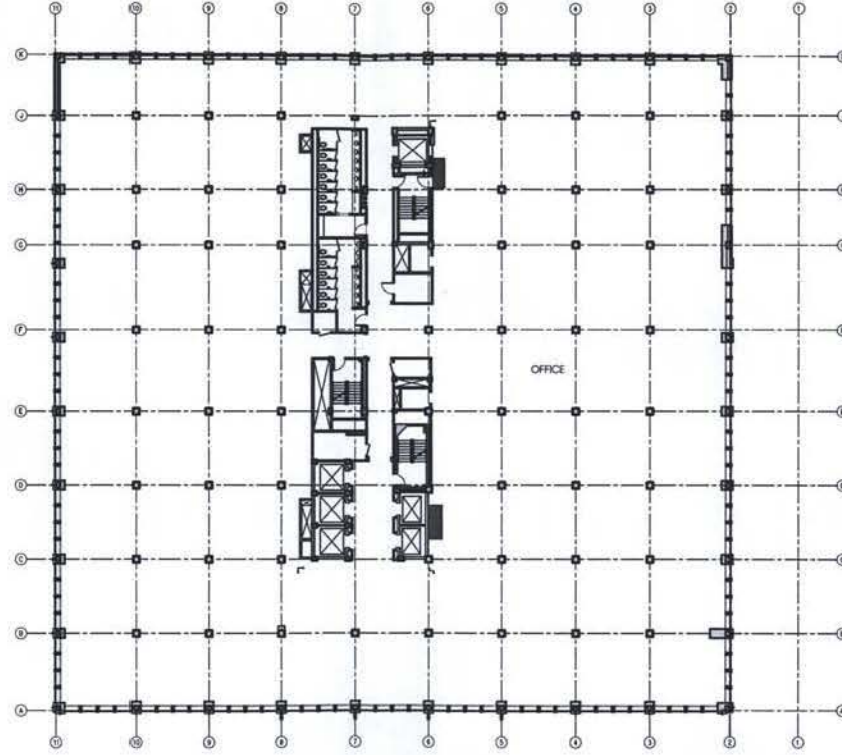
AGMR 2055 L OWNER LLC
c/o MONUMENT REALTY

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EXISTING SIXTH FLOOR PLAN



2055 L STREET, NW
PROPOSED SIXTH FLOOR PLAN
SCALE: 1/32"=1'-0"

DATE: 11.15.11

AGMR 2055 L OWNER LLC

c/o MONUMENT REALTY

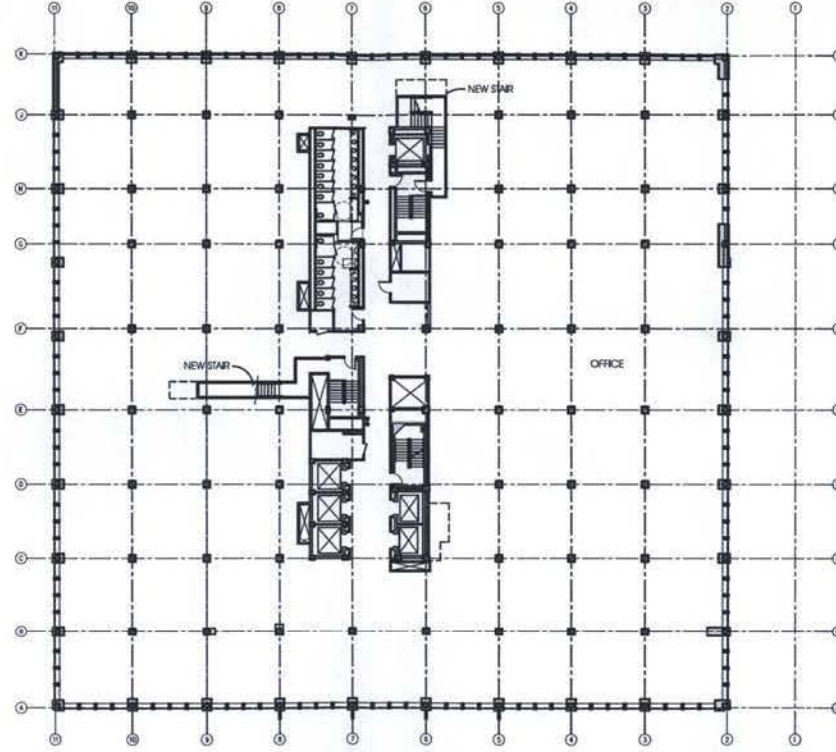
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A-9



EXISTING SEVENTH FLOOR PLAN



2055 L STREET, NW
PROPOSED SEVENTH FLOOR PLAN
SCALE: 1/32"=1'-0"

DATE: 11.15.11

AGMR 2055 L OWNER LLC

c/o MONUMENT REALTY

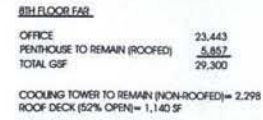
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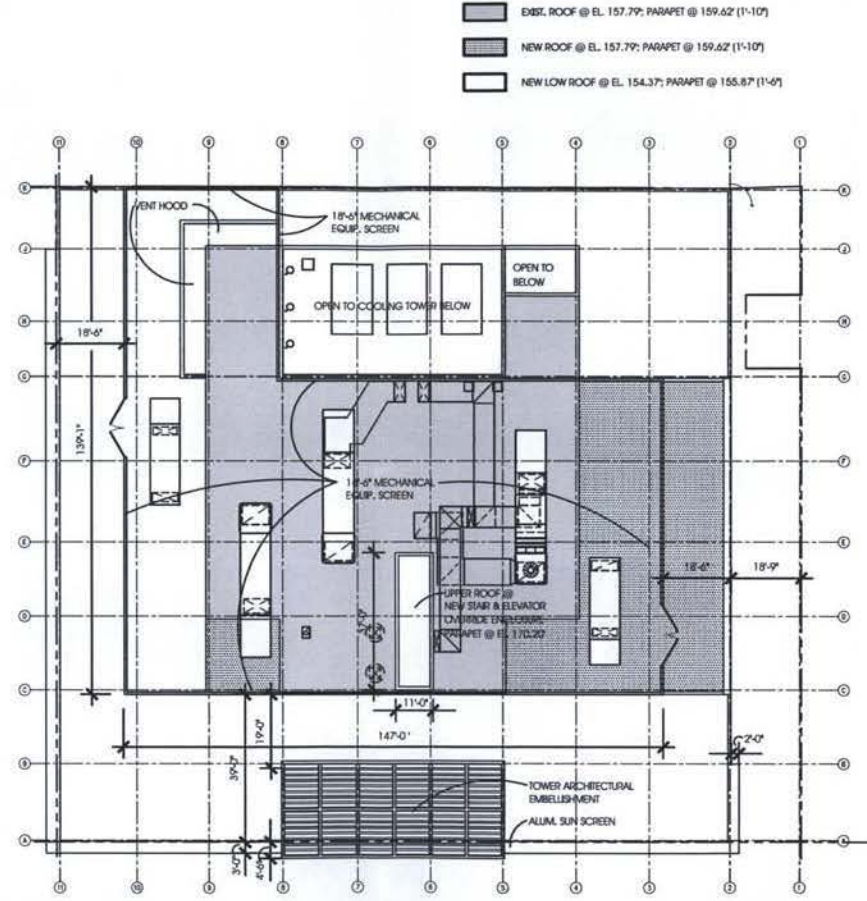
A-10



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PROPOSED ROOF PLAN



2055 L STREET, NW

PROPOSED ROOF PLAN

SCALE: 1/32"=1'-0"

DATE: 11.15.11

AGMR 2055 L OWNER LLC

c/o MONUMENT REALTY

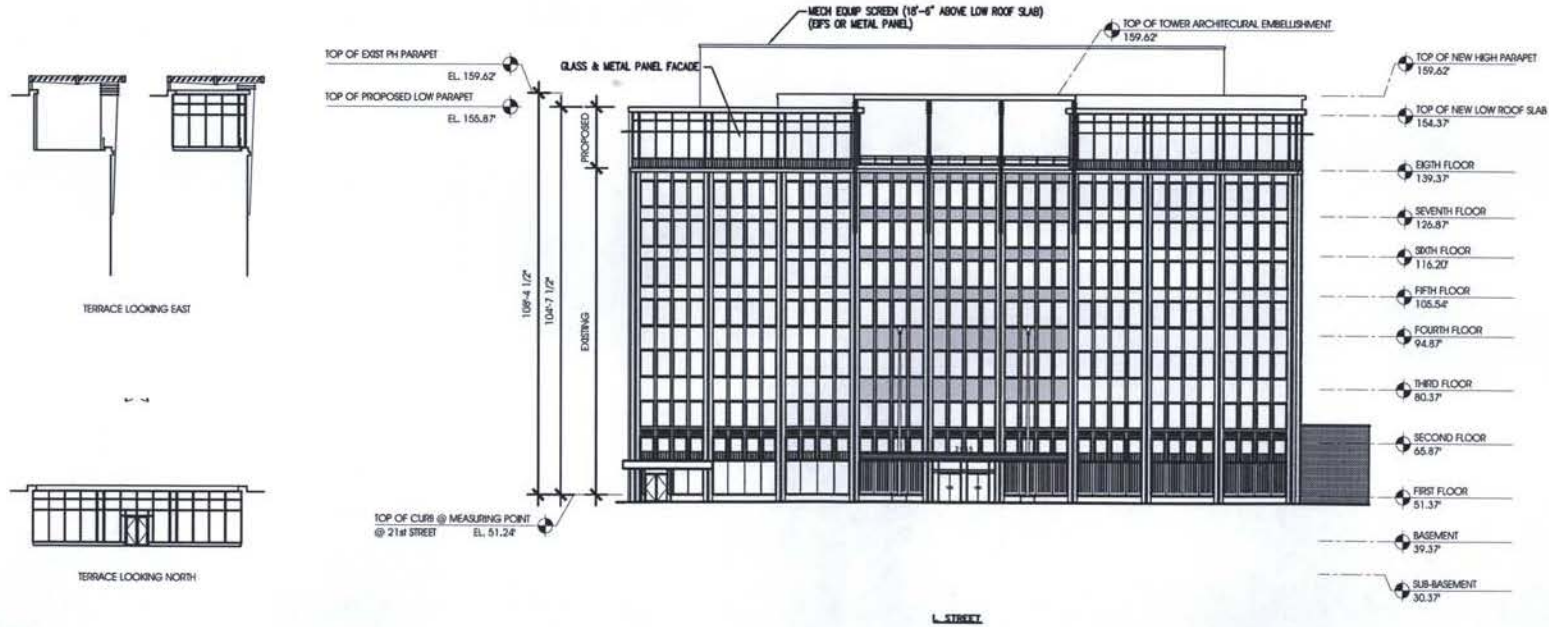
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1 PROPOSED SOUTH ELEVATION

2055 L STREET, NW
PROPOSED SOUTH ELEVATION

SCALE: 1/32"=1'-0"

DATE: 11.15.11

AGMR 2055 L OWNER LLC

c/o MONUMENT REALTY

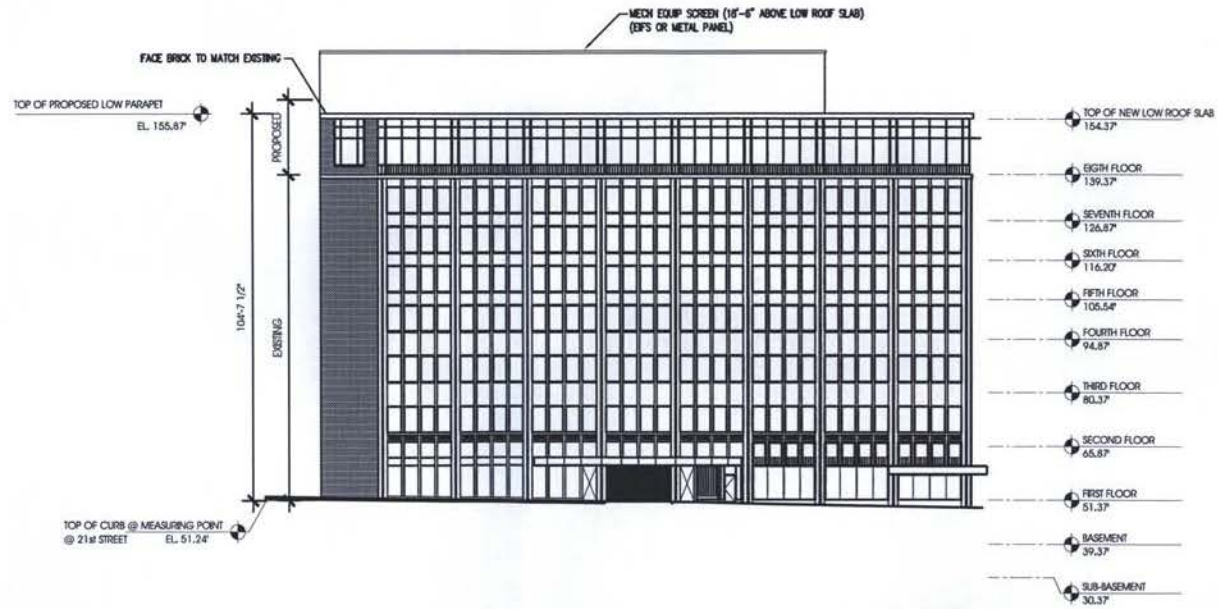
BZA SUBMITTAL

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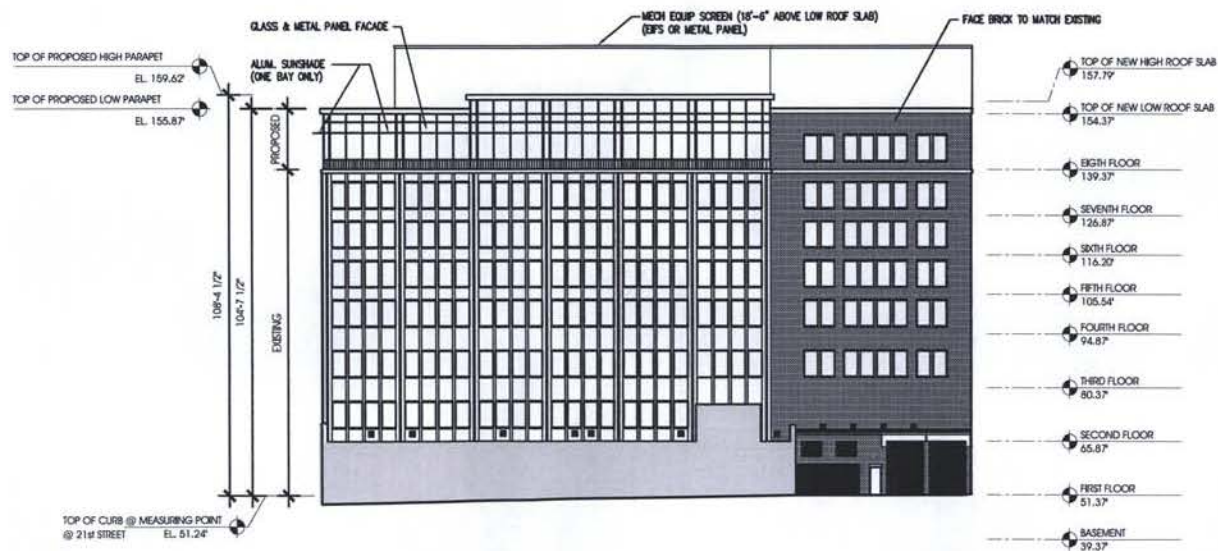
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A-13

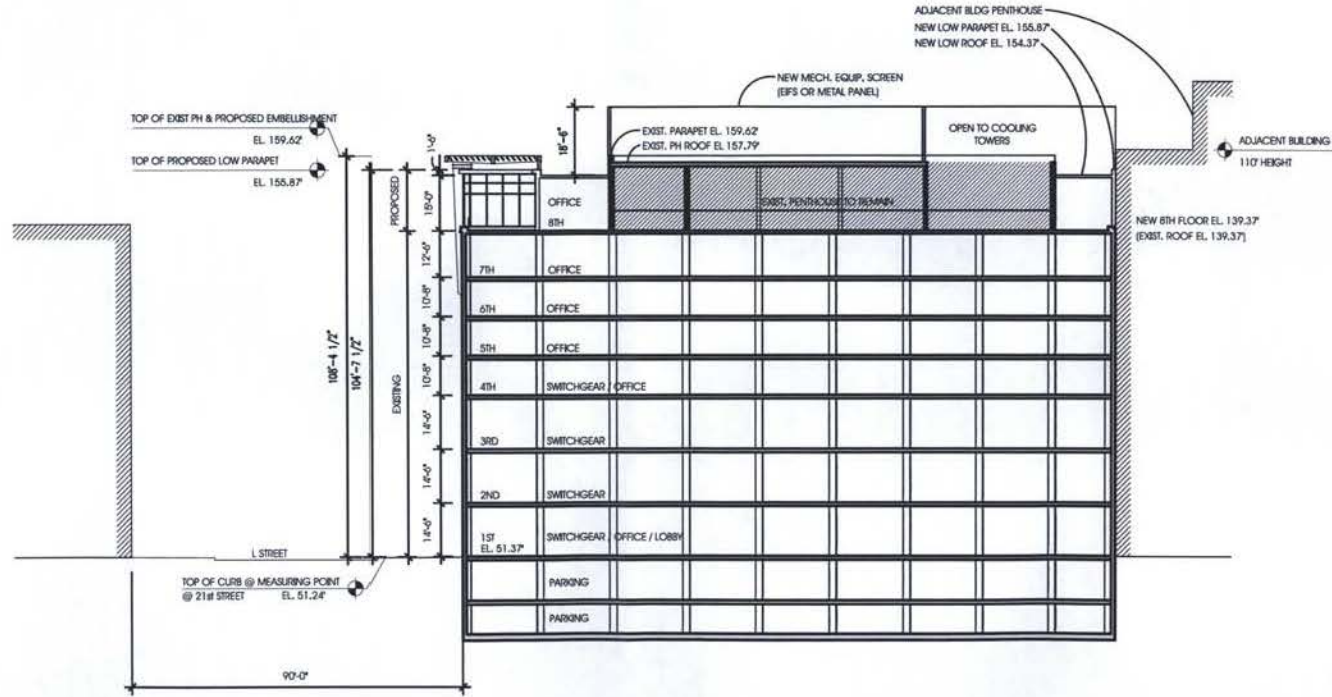


PROPOSED WEST ELEVATION



PROPOSED EAST ELEVATION





BUILDING SECTION



2055 L STREET, NW

PLANS

SCALE: 1/32"=1'-0"

DATE: 11.15.11

AGMR 2055 L OWNER LLC

c/o MONUMENT REALTY

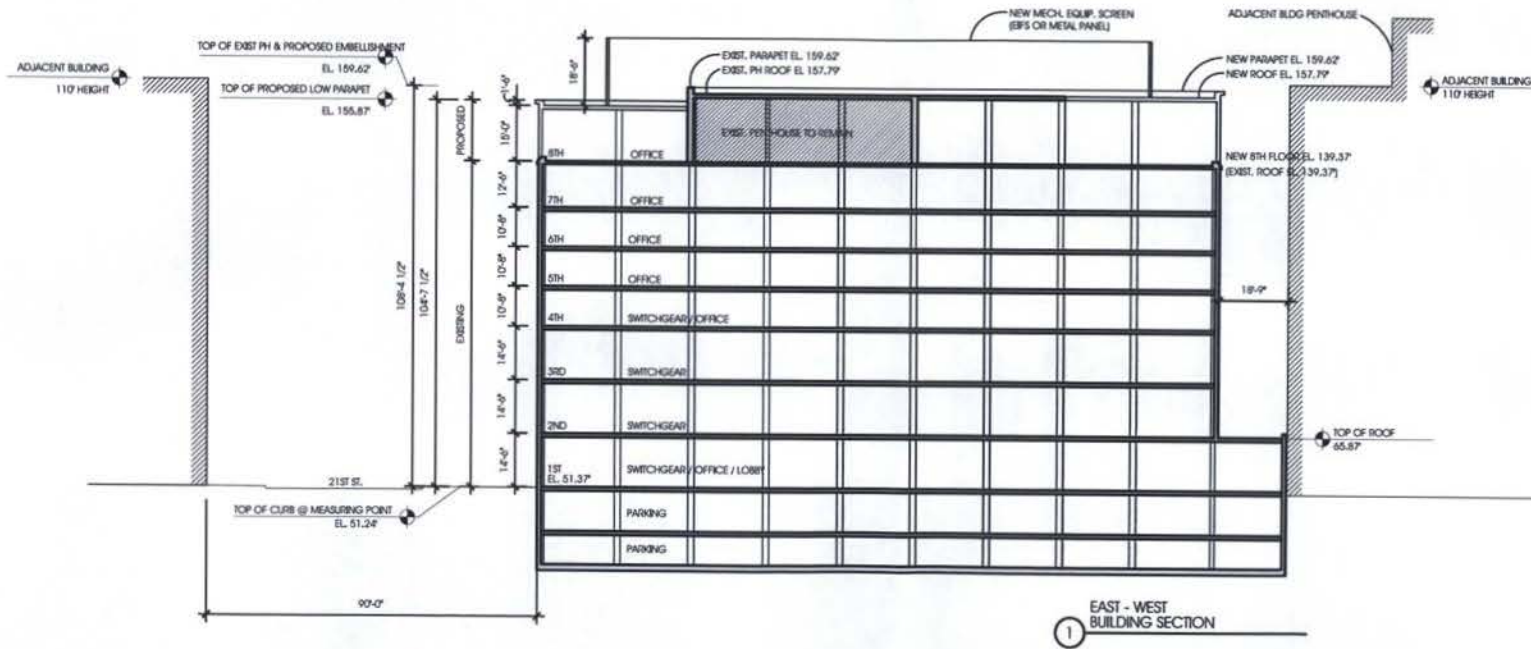
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BUILDING SECTION



2055 L STREET, NW
AGMR 2055 L OWNER LLC
BUILDING SECTION
SCALE: 1/32"=1'-0"
DATE: 11.15.11

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